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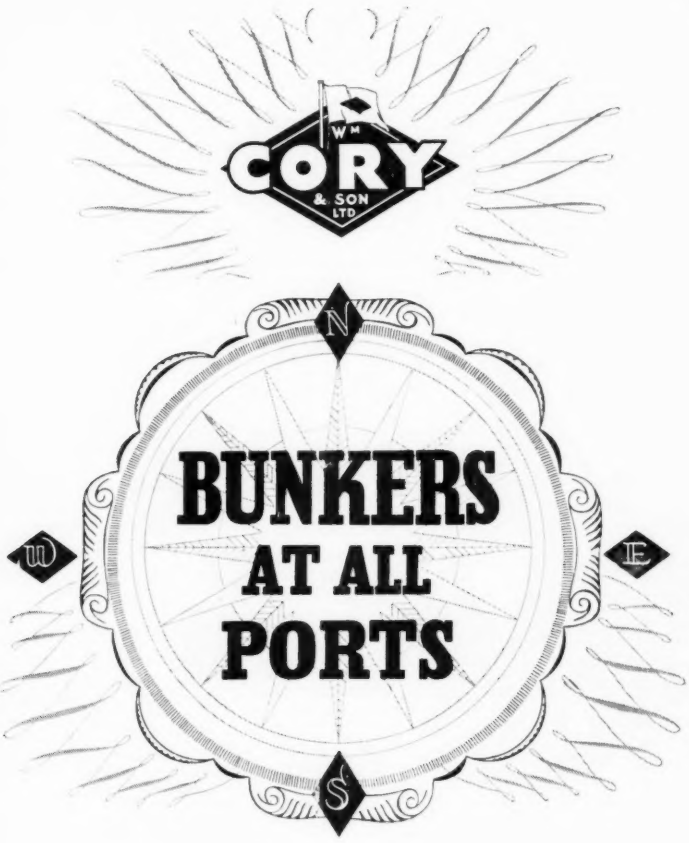

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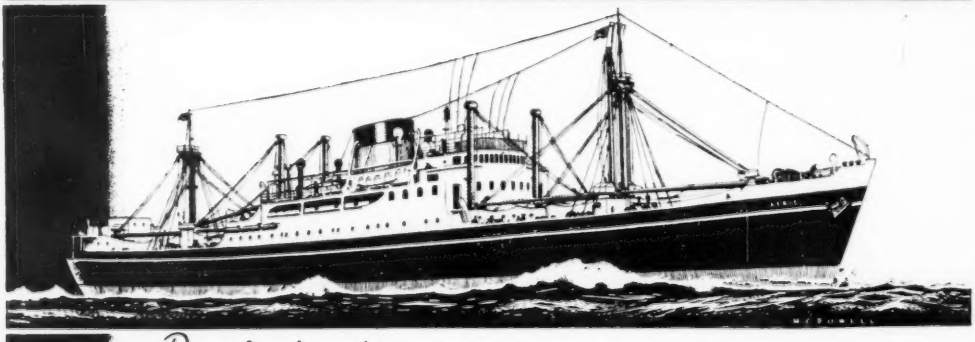

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BIGGER WAGES: DEARER GOODS: MORE TAXES

MOST of the men and women of this country are "gainfully employed," to use the official term—that is, they live on the money paid to them for their labour. They are also the principal taxpayers to the amount of many hundred million pounds each year, even though many of them escape the payment of income tax. These men and women are suffering from the rising cost of living. So leaders of the larger trade unions are trying to even matters up by demanding higher wages. They claim that dividends should be restricted, as the Government has, indeed, decided shall be done, and they urge that the profits of the firms by which their members are employed shall also be limited. The workers are told by leaders that by such means the upward movement of the prices of the things on which their wages are spent can be checked, or even the whole movement put into reverse. The more honest and intelligent of these leaders know that such talk is nonsense, more so than ever today owing to the increase in wages which has occurred since the end of the war; already this year they have gone up by £140,000,000 and the prospect is that the sum for the whole of 1951 may not be far short of £300,000,000. That means that the workers will have that larger amount of money to spend on things in short supply. What will happen? Prices will rise and, as they mount up, purchase tax, which is on a percentage basis, will take more money from them.

In spite of the warnings of Sir Stafford Cripps and his successor, Mr. Gaitskell, a large section of the Government's wilder and more thoughtless supporters still shout "soak the rich"—that is, the thrifty people who have denied themselves in the past many comforts and perhaps little luxuries and, with the money saved, have provided factories, workshops, shipyards and engine shops and enabled expensive machinery to be bought so that men may "work gainfully." But Ministers and some of their followers omit to remind those who preach this doctrine of soaking the rich that when a man buys a packet of 20 cigarettes for 3s. 7d. the Chancellor of the Exchequer takes no less than 2s. 9½d., and that the balance meets the cost of the raw materials, of manufacture, of transport to the wholesaler and then to the retailer, whose net profit is five farthings only! Mr. Gaitskell is raising no less than £600,500,000 this year in taxation on tobacco. Again £291,730,000 comes from purchase tax, a tax on many essentials to a reasonably comfortable life; a further £276,765,000 comes from beer. The total sum of such taxes is the colossal figure of £1,369,817,000. For the most part that money comes out of the pockets of those who are "gainfully employed" and only a small percentage is found by those who are trying to live on the interest which they get on their savings—"the new poor," as they are called. What it comes to is that, as wages go up, employers have to add to the prices of the goods which are made in the factories, shipyards and other places, in order to fill the pay packets, and the Chancellor of the Exchequer claims, and gets, a large proportion of that money in taxes when those wages are spent.

This dual movement of bigger pay packets and bigger payments of tax, and *not* profits, distributed or undistributed, explains the inflationary movement which is threatening the economic stability of the whole country. If the wage claims which are being made today on behalf of the shipyard workers, engineers and others, estimated at £125,000,000 a year, were conceded, two things would happen. In the first place, the demand for the limited supplies of things in the shops would be keener, prices would move up further, and the amount of purchase tax would be bigger by many million pounds. Take the case of the maritime industries. Wages represent from 80 to 90 per cent of the cost of a ship on the long production line from the coal mine to the waterside berth, so the cost of shipbuilding would go up, the shipowner would have to foot the larger bill and, since he is not a Croesus, he would have to pass on that cost to his customer or go into the bankruptcy court, leaving officers and seamen, to whom we owe such a debt of gratitude, to walk the streets in idleness. If he were to deny his shareholders any dividend, and thus inevitably shut off the supply of further capital to promote employment in the industries which are dependent on his efforts, he could not fill the gap between the cost of the new ship and its earnings on the trade routes, where it has to compete with the ships of other countries where hours of labour are longer, wages more modest and taxation not so high. There is today taxation in the British Isles on everything in life from the cradle to the grave, for even the petrol used by the hearse on its way to the cemetery is taxed. The simple answer is not further to tax the rich or new poor, whichever term is appropriate. It is to emphasise that the wage earners, when they buy a packet of cigarettes or tobacco, their beer or spirits, their tickets for the cinema, enter a football pool, buy sweets for their children or go for a holiday by coach, fill the coffers of the Chancellor of the Exchequer. Whatever they do in their leisure hours, the Chancellor of the Exchequer takes his toll. In fact, he makes a handsome profit out of inflation.

What is the cure? First, there should be a drastic reduction in Government expenditure, with a consequent reduction in taxation, and restraint in wage claims. Then the inflation machine would begin to work in reverse, the value of the pound sterling would rise, men and women would get better value for every Treasury note they spend, and we should be on the road to economic recovery. If, at the same time, more reasonable hours of work were accepted, at least as an emergency measure, and out-of-date restrictive practices were swept away so as to increase productivity, our journey along the hard road which lies ahead of us would be eased to an extent that would suggest that the days of miracles were not over.

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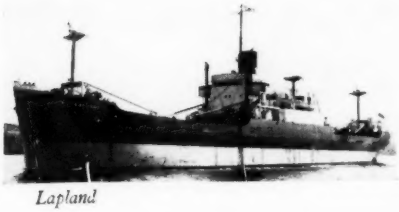

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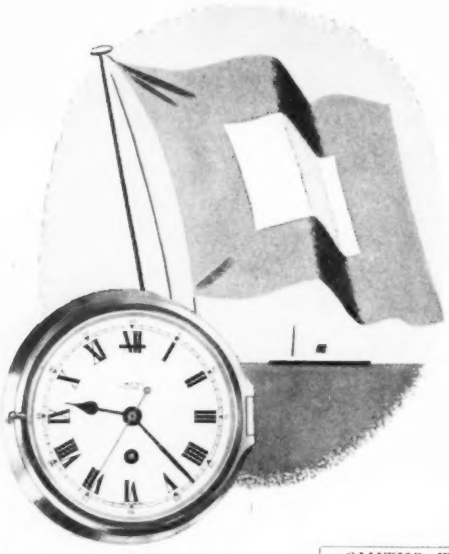

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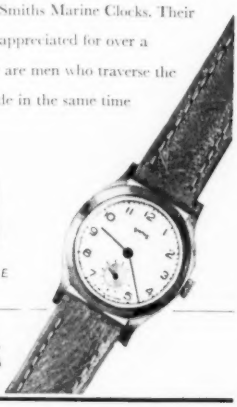

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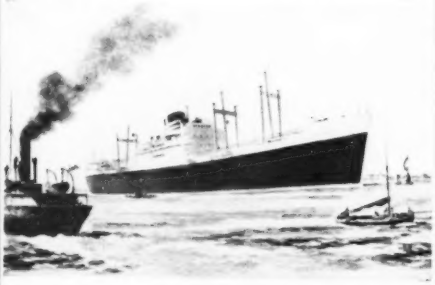

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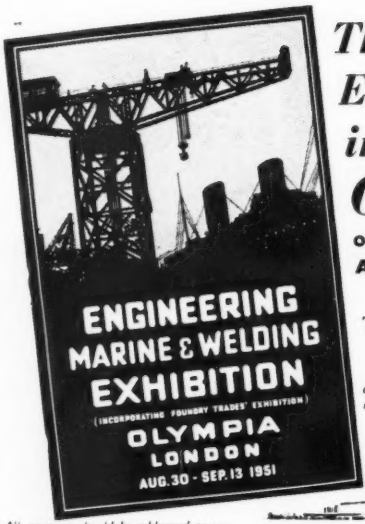

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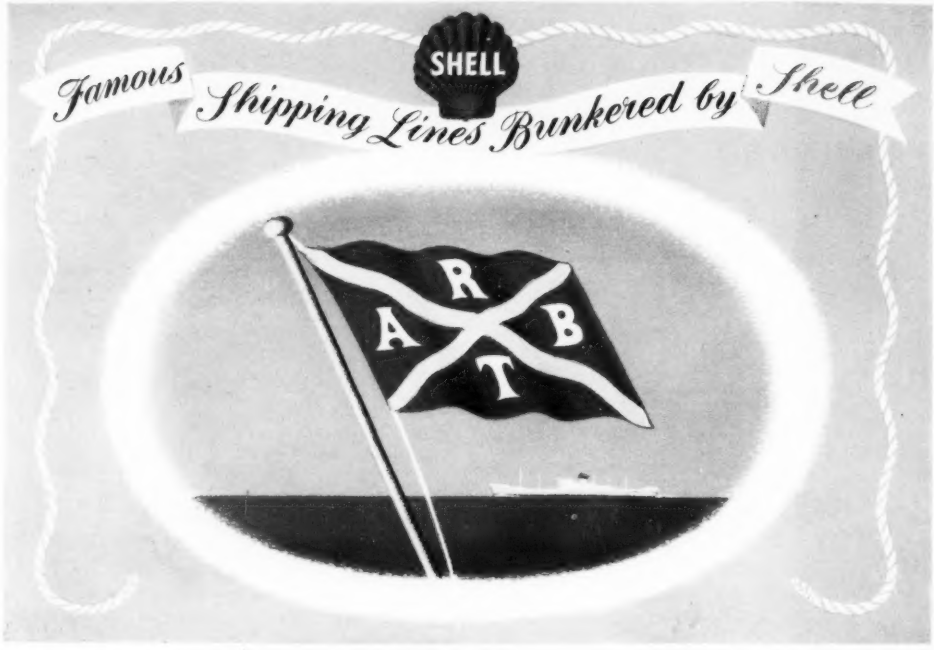

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Vol. CXXV. **WEDNESDAY, AUGUST 29, 1951** **No. 3035**

Bigger Wages : Dearer Goods : More Taxes	135	Book Reviews	141
Current Events	136	Largest Italian Tanker	142
On the "Baltic"	138	New Decca Radar Model	144
Shipping and Taxation	139	Marine Engines on Show	145
Coal and Oil	140	Pictures	148
Official Notices	140	New Contracts, Launches, Trial Trips	149
Wm. Cory & Son, Ltd.	141	Maritime News in Brief	150

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BIGGER WAGES: DEARER GOODS: MORE TAXES

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Current Events

Shipping and Taxation

A STRONG CASE for taxation relief in respect of replacing obsolescent vessels has been submitted to the Royal Commission on the Taxation of Profits and Income. The memorandum submitted by the General Council of British Shipping is a carefully reasoned argument, and a strong warning as to the nature of the disaster which will overtake the industry unless something is done. The root of the replacement problem is the prolonged inflationary trend of rising costs and the falling value of money. How can the money be found to replace a ship when the replacement may cost two or three times the original? An example is given of a ship which cost £100,000 to build in 1930. Assuming that a profit of 10 per cent had been made in the first fifteen years of its life, and of 40 per cent for the years 1946 to 1950 (and these are exceptionally high figures), the sum of £350,000 is available. After writing off the original cost of a ship, income tax and profits tax have to be deducted to the extent of some £125,000. Thus, although £400,000 is required to build a new ship, there is only £225,000 available, and that only if no dividend has been paid to shareholders during the life of the ship. The General Council proposes that in assessing profits to taxation the actual cost of replacement at current prices should be excluded. No taxable profit can exist until provision has been made for amortising the cost of fixed assets employed, and if in times of inflation the cost of replacing them year by year is greater, then the excess should be allowed as a charge before taxation is computed. The second submission of the General Council is that, owing to the great fluctuations in shipping earnings, and their vulnerability to foreign competition, shipping companies should be given wide discretion to amortise the cost of their ships as quickly as possible in good times, so that they may be less likely to have large unabsorbed depreciation allowances such as they had immediately before the last war.

Wastage of Fixed Assets

THERE can be few industries outside shipping that require such huge sums to maintain capital equipment which is itself subject to such rapid obsolescence. In many respects the shipping industry is different to other industries, apart from the magnitude of its problem. When the time arrives to scrap a ship, the whole asset has to be replaced in one operation, with all its machinery and equipment, furniture and tackle; and it has to be maintained in a seaworthy condition during the whole of its comparatively short life. But the General Council of British Shipping believes that there is a basic defect in the taxation system which applies to all industries. For some time past the method of computing depreciation allowances has, in fact, vitiated a cardinal principle of sound taxation in that, to an ever increasing extent, tax has been exacted not only on profits but also on a substantial part of the cost of replacing the wastage of fixed assets necessarily employed in the business. The activity of this aberration depends on a number of variables, but mainly on the extent to which the capital of the enterprise resides in fixed assets, the size of individual fixed assets and their economic life, the extent of currency depreciation during their life and the current rate of taxation. In shipping all these factors are simultaneously adverse, so that the position has now been reached that, irrespective of the presence or absence of distributed profits, the wastage of fixed assets (that is, the tons of worn-out steel and equipment in ships) cannot be replaced and, as the General Council states, "a progressive shrinkage in fleet size and efficiency is certain and with the inevitable results."

Increased Wages or Cheaper Living?

THE MORE one considers the events of the postwar years, the greater the conviction that one of the principal troubles is the political link-up between the trade unions and the present Government. This did not matter so much before the war when the Socialist party merely played the part of the sympathetic observer, agreeing that the government of the time was all wrong and always had been. Now, unfortunately for the unions, that same party *is* the Government, and it is difficult freely to criticise a body with which one is affiliated. An example is the demand last week at the annual conference, in Swansea, of the Confederation of Shipbuilding and Engineering Unions for all-round increases, to almost 3,000,000 workers, of £1 per week. If we are to be realistic, it will be agreed that the reason for this demand is that the union members find it difficult to live on the wages they earn. In fact, a take-home wage of £4 15s. was referred to as being a starvation level. If that is true—and it is difficult to avoid agreement under present conditions—surely the best solution is to alter the conditions which make it so. Similar workers got less than half that before the war and yet had a better standard of living. What is wrong? The answer is, of course, inflation, caused mainly by the waste of wealth in every way by the present government, the groundnuts and Gambia egg schemes and the Shinwell fuel crisis being merely small but well-known examples. Will the position be eased by adding another £150,000,000 to meet this wage increase, to the already serious inflation? It will merely make prices go higher still, and so we go on. The time at this conference would have been much better occupied by attacking the cost of living than by calling for measures which will increase the price of ships to a level at which they will not be built.

Inflation in Operating Costs

THE NEW ROUND of wage increases which is likely to follow the demands being put forward, particularly by the shipbuilding and seafarers' unions, cannot help but serve to increase the inflationary trend in the building and operating costs of merchant ships. This trend, which started after the war, persisted in 1950 and continues unabated this year, has produced increases in every type of expenditure. Captain A. R. S. Nutting, chairman of Coast Lines, Ltd., has given some details of how the operating costs of his fleet increased in 1950 compared with the previous year. Stevedoring expenses, for example, increased by £122,000, the cost of fuel by £115,000, crews' wages by £58,000 and maintenance expenditure by £39,000. The various increases occurred at different times during the year, so that the increased cost of these items in a full year would be considerably higher. These unpredictable increases are naturally most disturbing, and prevent any measure of stability in freight rates. Thus Coast Lines has been compelled to increase freight rates on two occasions in twelve months. As Captain Nutting has stated, the era of stable prices seems to have vanished completely, and we are instead in the midst of a renewed spiral of inflation. Meanwhile, a shipping company is compelled to make provision for renewing its fleet if it is to remain in business, and despite the high costs of shipbuilding, which are bound to increase with dearer steel and higher wages, Coast Lines has decided that steps must be taken to replace those vessels whose useful life is inevitably drawing to a close. Orders have been placed this year for a new passenger vessel, a cattle carrier and two cargo ships, and further orders, it is stated, are under consideration.

The Financial Results

THOUGH the 1950 results of Coast Lines will have had the benefit of improved freight rates for the final months only of that year, consolidated trading profits rose sharply from £683,000 to £1,029,000 after depreciation of £707,000 and after provisions of unstated amount for surveys and deferred repairs. Tax absorbs £615,000,

a burdensome charge to whose harmful effect Captain Nutting draws attention. He asks that adequate fiscal allowance shall be made for the large sums that have to be set aside each year for fleet replacement. The dividend is maintained at the customary rate of 5 per cent, and is well covered by available earnings. Its net cost is £52,500 only, compared with profits of £80,000 retained by subsidiaries, with £150,000 transferred to fleet replacement reserve and £95,000 added to the carry forward. The year under review was one of moderate capital expenditure: the board had to conserve reserves. The need for caution in capital outlay is shown in the latest group balance sheet. Here the cash account appears at £575,000 only, compared with bank overdraft and bills payable of £626,000 and capital commitments of £172,000. Reserves were usefully augmented during the year under review and, including the future tax account of £889,000, now total £2,836,000 by contrast with the issued ordinary capital of £2,000,000 and the goodwill account of £2,578,000. The fleet account has a book value of £10,208,000, from which depreciation of £5,347,000 has been written off, with an additional protection of £1,269,000 in the fleet replacement reserve. Costs continue to rise, but trading profits for the months of 1951 since the closing of the books encourage the hope that the 1950 improvement will be maintained.

Alfred Holt and Holland

IT WAS sixty years ago, on August 13, 1891, that the Netherlands "Ocean" Steamship Company (Nederlandsche Stoomvaart Maatschappij Oceaan) was founded jointly by Alfred Holt & Company, of Liverpool, and Meyer & Co.'s Scheepvaartmaatschappij, of Amsterdam, to consolidate their interests in Holland and the Netherlands East Indies. The Liverpool firm still holds the majority of the shares, and although the Dutch subsidiary has gained a large degree of independence of operation, there is still the closest cooperation between the two. Alfred Holt & Company has a long tradition in the trade between Holland and the East Indies, and in 1865 was the first company to carry tobacco from the new plantations in Deli, Sumatra. The tobacco went in coasters from Belawan to Singapore, where it was transhipped to the Far East-London service. After the foundation of the Oceaan company, most of the East Indies trade was transferred to it, using British ships temporarily transferred to the Dutch flag. Early in this century new Dutch shipping laws prevented this procedure, so that the Oceaan company acquired its own vessels for the Holland-East Indies service, in cooperation with the Nederland Steamship Company, Rotterdam Lloyd, and later the Koninklijke Paketvaart Mij. During the first World War the company was placed exclusively under the management of Dutch directors. The company has always had between six and twelve vessels, and the present fleet of six has only one vessel built before the last war, the 25-years-old. *Phrontis*. The others are the *Polydorus* and *Polyphemus*, former Victory ships, the *Lærtes*, built in 1949, and the *Teiresias* and *Teucer*, both originally laid down for the Silver Line after the war.

Shipping Models

ALTHOUGH the exhibits on view are drawn from every field of engineering, exhibitors at *The Model Engineer* Exhibition, which opened last week at the New Royal Horticultural Hall, Westminster, show a marked taste for ship models. Aircraft and railway engines are represented in their usual numbers, but an observer with maritime bias may be forgiven for thinking that it is the ship models that make the finest show. They range in size from one that must be 8 ft. long to others no bigger than a thumbnail. It is noticeable, and perhaps rather surprising, that a good proportion of the ship models are of modern British merchant ships. There are many excellent sailing ship models, and a number of good ones of warships (notably waterline models of the frigate *Mermaid* and the destroyer *Barrosa*), but there can be no doubt that merchant shipping has a safe place in the heart of the model maker. Among the more spectacular models is one of the P. & O. liner *Egypt* that catches fire and sinks in a most realistic way in the demonstration water basin. The *Queens* have their adherents, but the most polished model of a Cunarder is one of the *Caronia*, in her two shades of green. Other subjects for passenger liner models are the *Edinburgh Castle* and the *Dominion Monarch*. Modern cargo liner design is represented by the *St. Essylt*, *Port Brisbane* and *Wanstead*, and cross-Channel vessels by two models of the *Arnhem*, one of which—an electrically-driven working model—can be taken to pieces deck by deck to show all the accommodation fitted out to scale. Among tanker models is a good little waterline model of the *Velutina* under way. Foreign shipping is not so popular, though there are two models of Fred Olsen's cargo liner *Bruno* and one of the new French train ferry *St. Germain*. Altogether, the model maker is a useful ambassador of British shipping, and this exhibition will no doubt help to stimulate an interest in ships in the coming generation.

British Insurance Companies in Argentina

THE FACT that the Buenos Aires office of the "Royal" and "Liverpool & London & Globe" insurance companies have been closed by the Argentine authorities for alleged violation of the insurance regulations would appear to be a consequence of the Argentine insurance law of 1947, which prohibits insurers other than those domiciled in the country from insuring imports and exports with one destination in Argentina. The law has, from the outset, been considered impracticable and unworkable by the British and other foreign marine insurance markets, and is strongly condemned by shippers and merchants trading with Argentina. Early this year the Transport and Communications Commission of the United Nations adopted a resolution to the effect that nations should, as far as possible, adopt a policy of non-discrimination in transport insurance, endorsing the view put forward by the International Chamber of Commerce that measures requiring the insurance of goods to be placed in a particular market may interfere with the free flow of international trade. Byelo-Russia, the U.S.S.R. and, of course, Argentina opposed this resolution which, however, was passed by an overwhelming majority. A similar resolution was adopted at the Lisbon conference of the International Chamber of Commerce last June, and it is known that the question of discriminatory insurance laws will be discussed at the conference of the International Marine Insurance Union which is at St. Moritz next month. Even if the alleged offence is not connected with the Argentine law of 1947, it may be taken for granted that neither of the British companies whose offices have been closed has done anything ethically wrong, but where nationalistic insurance laws are concerned it is almost impossible to avoid an occasional technical offence, so widespread are the ramifications of the British marine insurance market and so involved are the requirements of such laws.

SAYINGS OF THE WEEK

COAL EXPORTERS LOOK ABROAD

"Coal exports from this country in this accounting year were, as forecast, lower than in the previous year, but the company's tonnage was much higher because of coal exports from sources outside this country."—*Lord Leathers*, chairman of Wm. Cory & Son, Ltd.

AGREEMENT ON SHIPPING RATES

"I would like to see a worldwide agreement on shipping rates and other maritime issues, but it is essential to have one at least with Japan. Such an agreement would be unique, but it would be received with enthusiasm by Britain and Norway and other maritime powers."—*Senator Magnuson*, of the U.S.A. Foreign Commerce Committee.

ON THE "BALTIC"

WILL BRITAIN IMPORT AMERICAN COAL?

By BALTRADER

AMERICA'S surplus of coal production and Europe's failure to supply her own needs are the most conspicuous factors governing freights today. There seems to be no end to the number of large ships required in the next few months to bring coal from Hampton Roads to the near Continent and Italy. The demand for American coal by Italy and some other European countries is the more urgent by reason of the dwindling of supplies obtainable from the United Kingdom. It is now being said on the "Baltic" that American coal may not after all be imported by Great Britain this year, although an effort is being made to safeguard the needs of our industries by cutting exports of coal to the bone. If this is indeed the case, the recently published figures of the present stocks in this country promise us a hit-or-miss provision for the winter months. The facilities for handling imports of all kinds into Great Britain are overstrained, and this may be one of the reasons why no vessels are being chartered to bring coal here from America. If, on the other hand, it becomes obviously vital to arrange shipments in a hurry towards the end of the year, the operation will be carried out under the worst conditions, climatic and also probably financial. It will be remembered that on the last occasion that coal arrived at British ports in great quantity from America, delays in some cases were serious. Vessels were then sent to discharge in Rotterdam for transhipment by coasters to the smaller ports. This was an expensive procedure, but at least it saved demurrage, relieved the large ports and minimised the strain on the railways by widespread deliveries round the coast.

Chartering for Wheat

After a long pause the Ministry of Food has come into the market again for tonnage to bring wheat from Montreal to the United Kingdom. The old wheat has been moving here from Canada under difficulties through delays in shipment and still more in discharge at our ports. The performance of a number of charters arranged at 22s. 6d. per quarter was postponed by mutual arrangement between charterers and owners, the latter securing other employment in the meantime. There naturally followed a period of inactivity on the part of the Ministry of Food in chartering from the St. Lawrence. Resumption of business concerned the new wheat for shipment in September or October. The rate accepted for the first fixture at 21s. 3d. per quarter was a surprise, because owners have to take into account the possibility of a very poor turn in discharge. Among other reasons, silos at U.K. ports are frequently full, and it is evident that storage accommodation for grain in the United Kingdom is inadequate.

Necessity for Stockpiling

No one wants war, or to think of war, but if rearmament is unfortunately necessary, so is a proper capacity for laying up a stock of food. It is of no use to improvise storage in buildings not designed for the purpose; that only leads to wholesale deterioration and loss through heat, damp or the attentions of vermin. Floating concrete warehouses in the lower reaches of the Thames might help to deal with vessels now often accumulating at Gravesend to wait for a discharging berth. They could be of very large capacity, but might be capable of being towed some way up the river to reduce the distance of eventual lighterage. In the event of war they would increase the dispersal of vessels engaged in discharge, and they could themselves be removed with their cargo to reduce risk of destruction. In the First World War the concrete ship was tried and found not to be a lover of the sea, but concrete to save steel should be suitable for hulks. While it may be hoped that long-term measures of one kind or another will be successful in speeding the dispatch of vessels in the United Kingdom, the immediate prospects are not encouraging. The great ports are almost breaking under the strain of coping with the inward and outward traffic of our vigorous industries. The beneficent exchange of goods between this country, Australia and New Zealand in its nature makes a heavy call on shipping resources by reason of the long voyage involved. It is a matter for regret that absorption of shipping is so exceptionally increased in that trade by slow turnround at both ends. The consumers in those Dominions and in this country alike have to pay the price.

The Freight Markets

Further large shipments of coal from the United States to Europe remain to be arranged, but the American authorities are insistent upon curbing rates of freight for ECA cargoes. In view of the tonnage position, however, charterers are more concerned with covering their freight requirements than with securing a substantially reduced level of rates for charter. There is good inquiry for consecutive voyages from Hampton Roads to Antwerp or Rotterdam, for which $11.20 is offered. The *Etrusco* is fixed from Hampton Roads to Rotterdam at $12.75, 10/20 September. Some charters for German account are being arranged with part of the freight payable in marks. An instance is the South African *Vergelegen*, chartered from Hampton Roads to Hamburg, Emden or Bremen at $13.25 with $1 payable in marks, early September. There is inquiry for tonnage to take coal from Hampton Roads to Eire, the Plate, Japan and other destinations. Demand for grain carriers from the St. Lawrence has been on the increase; tonnage is wanted for wheat to the United Kingdom, but owners are holding for about 25s. per quarter in view of the serious delays incurred in discharge at our ports. The *Nordkap* has been fixed St. Lawrence to Antwerp or Rotterdam at 97s. per ton heavy grain, 99s. barley, 101s. oats, gross terms, September 6/16. On the North Pacific side, the *Cape Franklin* has been chartered from Vancouver to the United Kingdom at 147s. 6d., wheat, November 5/30. The *Yannis*, 9,000 tons, is fixed for heavy grain, North Pacific to Alexandria, at $22, September 1/20. In the East the market is fully steady for coal from Calcutta; the *Stylianos Vlassopulos* is fixed, Calcutta to Japan, at 85s., September 5/25. Australian grain chartering has been in abeyance. Time charter inquiry continues on a satisfactory scale. The *Grelrosa*, 10,090 d.w., 10 knots on 24 tons oil, is fixed for two Mediterranean rounds at 45s. per ton per month, delivery East Coast U.K. September/October. The *Silversandal* (m.v.), 10,086 d.w., 14 knots on 28 tons, is continued for an Australian-New Zealand round at 54s. 6d., delivery Canada.

Air Charter Business

The repatriation of the Persian oilfield and refinery staff has occupied a number of aircraft, but Eastern flights have otherwise been curtailed by shortage of petrol supplies. Recent fixtures of chartered planes have been arranged for transport of service personnel and equipment to Singapore and from East Africa home. There are numerous orders for movement of seamen from the Far East.

SHIPPING AND TAXATION

SUMMARY OF TAXATION MEMORANDUM TO ROYAL COMMISSION

IN ITS memorandum to the Royal Commission on the Taxation of Profits and Income, the General Council of British Shipping has submitted that the present system of taxation, if continued in force without modification, must endanger the necessary maintenance in strength of the British Mercantile Marine. The memorandum states:—

For an island nation such as this, with so large a population, and so incapable of supporting itself from its own internal resources, a healthy and prosperous shipping industry is essential. The obligation placed by the national interest on the industry is that of ensuring the continuing existence of an adequate and competitive efficient mercantile marine. Since the coming of the steam ship and earlier, that obligation has been met, and in war an instrument essential to victory has twice been placed at the nation's disposal by its shipowners. The drain which is being imposed on its resources by taxation is imperilling the future capability of the industry to perform this essential duty. The seas are free to all and the shipping trade is open to competition from every quarter. There is no home market in shipping to be protected and sheltered. It must operate and hold its own in international markets wherein the test of success is capability to render efficient service at a cost which compares favourably with that of its competitors.

The memorandum deals with two matters—the basis of calculation of depreciation allowances and the balancing charges on ships sold or lost. The General Council submits that there is the need for an early adjustment of the basis of calculating wear and tear allowances, and urges that this vital question should form the subject of an interim report by the Royal Commission.

In a brief historical survey it shows that, as a result of two wars in which the shipping industry's losses were out of all proportion to those of other industries, the present fleet of dry-cargo ships contains a substantial number of "stopgap" units, and a high proportion of older ships. The burden of replacing its war losses and maintaining its fleet in adequate strength and in a position of full competitive efficiency has fallen entirely on the industry, and is being borne in the face of high building costs, which caused the compensation for war losses derived through the Government war risks insurance scheme to fall considerably short of the cost of replacements, and without the help either of large reserves accumulated out of earnings during the war or, in general, of an excess profits tax refund.

Larger Increase in Costs

The shipping industry is not alone in having to meet increases in costs of plant and machinery, but it is believed that the increase in the cost of ships is much larger than that of the plant and machinery of most other industries, and furthermore a ship cannot be replaced by degrees, so that the replacement problem facing the shipping industry is particularly severe. The difficulty of its solution is aggravated by a system imposing a high rate of tax on a "profit" calculated without any account of the need to provide for the greatly increased cost of replacement of the ships whose value forms so large a part of the industry's capital.

The General Council's submissions are:—

That although it is necessary when computing profits necessary to income tax to allow as a deduction the cost of amortising capital expenditure over its useful life, the deduction ought not to be less than the value of the wastage of fixed assets employed in the business, such allowance to be based on the current replacement value of the assets.

That, owing to the great fluctuations which take place in shipping earnings and their vulnerability to foreign competition, shipping companies should be given wide discretion for taxation purposes to amortise the cost of their ships as quickly as possible in good times so that they may be less likely to have large unabsorbed wear and tear allowances as they had immediately prior to the last war.

That the balancing charges should be limited to the excess, over and above the normal wear and tear allowances plus wear and tear actually allowed and any additional sum written off.

The General Council asserts that the allowances which ought to be made for taxation purposes should take into account not only the amount that is necessary to amortise the cost of capital assets, but also, in times of rising prices, the amount that is necessary to make good the value of the wastage of fixed capital which has occurred in the course of earning profits during each accounting period. It does not regard the giving of this latter amount as a form of "relief" to industry or as involving preferential treatment for industry as compared with other taxpayers. In the view of the General Council, the granting of capital allowances by reference to the current value of the fixed assets is a necessary step in ascertaining taxable profits. The second submission is made to meet the special needs of the shipping industry, but its acceptance would not mean that, in total, the allowances would be any greater than at present.

Balancing Charges

In its comments on balancing charges the General Council recalls that the Millard Tucker Committee in its report said that there could be no justification for relieving a shipowner from a balancing charge on the loss of a ship and imposing such a charge on other taxpayers who have lost plant or machinery as a result of a fire or explosion. The General Council dissents from that reasoning, and considers that a balancing charge is quite unjustified in either event. The General Council holds the view that, for industry as a whole, the value for which an asset is sold or insured has no relation to the wear and tear which should be allowed for taxation purposes. In its view the present system is wrong; wear and tear allowances should not be withdrawn because old ships can be sold to foreign buyers at good prices. Those prices are high for the same reason that replacement costs are high, namely, that values are measured in terms of depreciated pounds.

Tax Relief for U.S. Shipping

The United States Senate has passed and sent to the House of Representatives a bill to give tax relief to shipping companies on funds they set aside to build up their fleets. The Bill was introduced by Senator Warren Magnuson, chairman of the Senate Merchant Marine Committee, who said it was urgently needed to enable U.S. merchant shipping to compete with shipping of other nations and to keep the fleet at top strength for defence purposes. It permits a shipowner to place a part of his earnings in a reserve fund, and normal tax and surtax on earnings placed in this fund are deferred. The Bill was extensively revised before being placed before the Senate, in an attempt to reconcile the views of the Government with those of the shipping industry. All provisions for accelerated amortisation were dropped from the Bill to meet Government objections. The Bill also recognised changes in procedure that have come about since the Merchant Marine Act of 1936 was passed, in that taxes on reserve funds are only deferred, whereas the funds were originally exempt from tax. While the original Bill granted full tax deferment to unsubsidised lines on capital gains deposited in the lines' construction reserve funds, the new Bill only grants tax deferment on interest earned from these gains.

THE Scottish branch of the British Sailors' Society has received a cheque for £1,000, a gift from an anonymous lady donor.

The review number of *The Germ Triangle*, published by Germ Lubricants, Ltd., Manchester, 3, contains among other articles a paper by Dr. G. S. Cantle, on the use of extreme acceleration in engine testing of lubricating oil.

COAL AND OIL

THE POSSIBILITY OF COAL IMPORTS

THE GOVERNMENT is no doubt at present making up its mind whether to import coal from the United States this winter or not. On the face of it, the obvious decision to make is to reduce coal exports still further or eliminate them entirely, and make the country self-sufficient in coal. As existing coal export contracts run out, the opportunity becomes available to decline to renew them, and this course would avoid the necessity to find dollars to pay for American coal, as well as for the necessary freight for its carriage across the Atlantic. Politically, too, the Government would no doubt find this the more acceptable solution, and there is a body of opinion that considers that this is what will be done. The fact remains, however, that Europe as a whole will have to import a considerable quantity of American coal this season. Recent American estimates put the total quantity as high as 30 million tons, and preparations are being made to ship coal on this scale. The avoidance of this dollar drain would not make Great Britain any more popular on the Continent, and might in particular cause trouble in Germany, where the maintenance of the coal export quota at an annual rate of 25 million tons is being blamed for a number of industrial troubles. If this quota is maintained throughout the winter, Germany will undoubtedly have to import American coal, and the path of European cooperation in general and defence preparations in particular would be rendered much more difficult by a British refusal to share the burden. A British import programme appears to be expected in the United States, as freight rates for coal to British ports have recently been set for the first time by the U.S. National Shipping Authority. These rates, which apply to U.S. Government-owned vessels, range from $10.10 (about £3 11s. 8d.) to Falmouth and Plymouth, to $10.90 (about £3 17s. 4d.) to ports in the Grimsby-Aberdeen range. Whatever the decision of the Government, the sooner it is made the better for all concerned.

Replacing Persian Oil

THE BREAKDOWN in the Persian oil negotiations makes it almost certain—whatever the final outcome—that replacements for Persian crude and refined products will have to be found for a considerable period. Although most of the extra crude will come from the Middle East, much of the organising must of necessity be done in the United States, and it is here, too, that reductions in consumption will have the greatest effect. The necessary organisation is being set up. The U.S. Petroleum Administration for Defence announced at the end of June the formation of the Foreign Petroleum Supply Committee. The committee consists of representatives of 19 oil companies engaged in foreign operations. The Petroleum Press Bureau reports that P.A.D. have appointed Mr. Stewart P. Coleman, a director of Standard Oil (N.J.), as chairman of the committee, which held its first meeting on July 5. A number of recommendations were made for consideration by P.A.D. and by the Department of Justice, including the setting up of an executive committee and of seven sub-committees to deal with refining, production, transportation, etc. Among possible measures mentioned by the chairman of the committee to make up the loss of Abadan output are the fuller use of existing refinery capacity, and lower gasoline octane ratings. Referring to a survey of existing stocks which has been undertaken Mr. Coleman commented that, whereas the U.S. industry customarily works with a 40-day inventory of products, most European countries, which are dependent upon a long tanker haul for their supplies, usually maintain stocks covering their needs for a longer period. A liaison sub-committee is proposed to cooperate with foreign groups, and in particular with the recently appointed U.K. Oil Supply Advisory Committee. Since the end of June the Asiatic Petroleum Corporation has been responsible for purchases in the United States on behalf of the U.K. companies hitherto drawing on Persian supplies.

Powell Duffryn Appointments

FOR REASONS of health, Mr. J. P. Stephenson Clarke has asked to be relieved of the responsibilities of the chairmanships of Stephenson Clarke, Ltd., and Associated Coal & Wharf Companies, Ltd., and of his membership of the management committee of the Powell Duffryn board. Mr. Clarke will continue to serve the group as a director of Powell Duffryn, Ltd., Stephenson Clarke, Ltd., Associated Coal & Wharf Companies, Ltd., and other Powell Duffryn group and associated companies. Mr. E. W. Ganderton will take Mr. Clarke's place on the Powell Duffryn management committee, and as chairman of Stephenson Clarke, Ltd., and Associated Coal & Wharf Companies, Ltd. Sir Henry Wilson Smith has been appointed a director and vice-chairman of Stephenson Clarke, Ltd., and has joined the board of Associated Coal & Wharf Companies, Ltd. Both Mr. Ganderton and Sir Henry Wilson Smith are full-time directors of Powell Duffryn, Ltd. The address of the registered office of Powell Duffryn, Ltd., is now 19 Berkeley Street, London, W.1 The previous registered office at 40 Lime Street, London, E.C.3, will in future be the City office of the company.

OFFICIAL NOTICES

New Companies

TIMBER & SHIPPING (LONDON), LTD., 57 St. Mary Axe, London, E.C.3. Registered August 16, 1951. Nominal capital: £5,000 in £1 shares. Directors: Not named. Subscribers: T. T. Morgan, 18 St. Julians Avenue, Newport, Mon. J. C. Jones, 2 Aberconway Place, Oakdale, Blackdale, Mon.

DUNEDIN TANKERS, LTD.—Registered August 16. To carry on the business of shipowners, freight contractors, etc. Capital, £100 in 2s. shares. Subscribers: Ross C. Geddes, Malleny House, Balerno, Midlothian, ship manager; and Charles M. S. Whitelaw, 41 Great King Street, Edinburgh, solicitor.

[Information from Jordan's *Daily Register of New Companies.*]

Increase of Capital

SEA LION INVESTMENTS, LTD., 2 St. Mary Axe, London, E.C.3. —Increased by £469,900 and £380,000, in 5s. shares, beyond the registered capital of £100. Allottees include: Clan Line Steamers, Ltd. (1,878,400); Caledonia Investments, Ltd. (1,337,760) and Cayzer, Irvine & Co., Ltd. (179,748).

New Works for South Wales Docks

Cardiff, Swansea and Newport Docks will benefit by a British Transport Commission expenditure authorisation for the Docks and Inland Waterways Executive totalling £525,000. At Cardiff, the steam pumping plant at the Commercial Graving Dock will be replaced by two 42-in. diameter axial flow electrically driven pumps and No. 1 Power Station, Queen Alexandra Dock will be electrified, necessitating the installation of a duplicate feed capable of serving six electrically operated 42-in. axial flow impounding pumps and four turbine pressure pumps. The estimated cost of this work is about £190,000. Over £230,000 is to be spent at Swansea, where an entire reorganisation of the electrical services at the South Dock is scheduled. Newport is to get a new ring main with the object of increasing and improving the existing single-feed supply to meet the increased demands made by the recent installation of six 10-tons grab cranes at the new iron ore discharging berth at Middle Quay, South Dock. Similar electrification work to cater for the increased demand made by the establishment of the Steel Company of Wales' Abbey Works at Port Talbot was authorised some time ago, and the work at that port is already well in hand.

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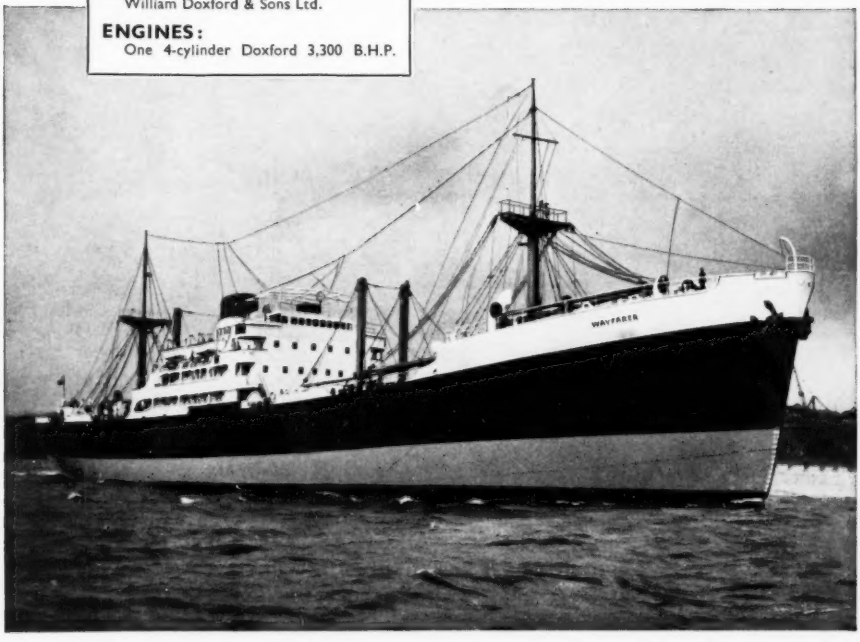

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Wm. Cory & Son, Ltd.

Improved Trading Results

THE Rt. Hon. Lord Leathers, chairman of the company, presided on August 23 at the 55th annual general meeting of Wm. Cory & Son, Ltd., held at Cory Buildings, Fenchurch Street, London, E.C.3. The following is an extract from his statement circulated with the report and accounts:—

The profit on trading is substantially the same as that of last year. After making provision for depreciation and setting aside, in accordance with our usual practice, U.K. profits tax and income tax on the profits of the year, the net profit is £676,637, representing an increase of nearly £25,000 over that of the previous year. The consolidated trading profit of the group is £1,809,750, compared with £1,675,295 for the previous year, representing an increase of some £134,000. After allowing for taxation, the consolidated net profit of the group for the year is £846,207, of which £9,645 is attributable to minority interests. A final dividend is recommended of 17½ per cent on the ordinary and employees' stock, making 22½ per cent for the year.

During the year covered by these accounts the total tonnage of coal distributed by your company in this country (including imported coal) was 5 per cent greater than in the previous year. The percentage of this coal carried in our own coasting collier fleet was less than in the preceding year, owing to delays in loading through strikes, stoppages through shortage of crews and larger numbers of surveys and repairs. The coal exports from this country in this accounting year were, as forecast, lower than in the previous year, but the company's tonnage was much higher because of coal exports from sources outside this country.

Fleet More Than Maintained

The company's discharging installations on the Thames, as well as the lighterage section, handled tonnages well above those of last year. In view of public statements calling attention to the shortage of barges in the Port of London causing serious delay to shipping, it should be stated that the Cory group immediately after the war embarked upon a building programme to restore their fleet of river tugs and barges, with the result that this new building programme of some 250 barges and eight tugs, involving an expenditure of more than a million pounds, is practically completed. As the barges are larger and the tugs correspondingly more powerful, the Cory fleet has been more than maintained.

The oil department had another good year with a tonnage increase greater than that recorded last year. Since the close of the financial year, the action of the Persian Government has brought about the cessation of shipment of oil from Abadan, which provides a very substantial part of your company's activity in oil supplies for marine and other purposes.

John Kelly, Ltd., of Belfast, in which business your company holds a half interest, has again had a satisfactory year. In order that its fleet of colliers should be maintained, contracts for three new ships have been placed.

For a number of years our interests in South Wales have been attended to by Coal Distributors (South Wales), Ltd., a company in which we participate equally with Stephenson Clarke, Ltd., and which on the vesting day became an agent for the National Coal Board. It has been mutually agreed after negotiation, that on payment by the National Coal Board of appropriate compensation, the agency ended on March 31 last. In consequence Coal Distributors (South Wales), Ltd., has ceased trading, and we now again have our separate Cory group organisation in South Wales.

The report and accounts were adopted.

BOOK REVIEWS

South American Handbook, 1951. (Trade & Travel Publications, Ltd., 14 Leadenhall Street, London, E.C.3. Price 7s. 6d.)

This well known year book and guide to the countries and resources of South and Central America is not only indispensable to the intending traveller, but should also be in the possession of anyone with interest in the Continent. The 28th edition follows the plan of earlier editions, but there is an entirely new introductory section and the chapters on Uruguay and Venezuela have been rewritten.

Ship Design, Resistance and Screw Propulsion (*Vol. II*), by G. S. Baker. (Charles Birchall & Sons, Ltd., 17 James Street, Liverpool, 2. Price 40s.)

Though naval architects, like other technicians, tend to collect all sorts of books on their shelves "in case they may be useful," there are relatively few which see daily use. Perhaps only half a dozen volumes get that well-handled and honourably shabby look by virtue of continual service. Among that select half dozen the two volumes on ship design, resistance and screw propulsion by the late Dr. G. S. Baker have had a place ever since they first appeared, mainly because they fulfil a function which no other book does. Volume I deals with the design and ship forms and their resistance and Volume II with the marine screw propeller and propulsion of ships. These books are more than textbooks for students, valuable though they may be in this role. They represent the findings of one of the best-known tank superintendents after many years' experience in charge of the William Froude Laboratory at the National Physical Laboratory and provide guidance for the practicing ship designer and naval architect. Volume I was revised some time ago and now the revised edition of Volume II has been made available, unhappily after the death of the author. The publishers were fortunate enough to have the services of Dr. J. F. C. Conn, who was associated with Dr. Baker in his experimental work, and is now naval architect to the British Shipbuilding Research Association, to read and revise the proofs after the death of the author. Volume II provides a complete survey of the theory of screw action and deals with the relation between tank test results and trial performances for all types of ships in aspects of the subject.

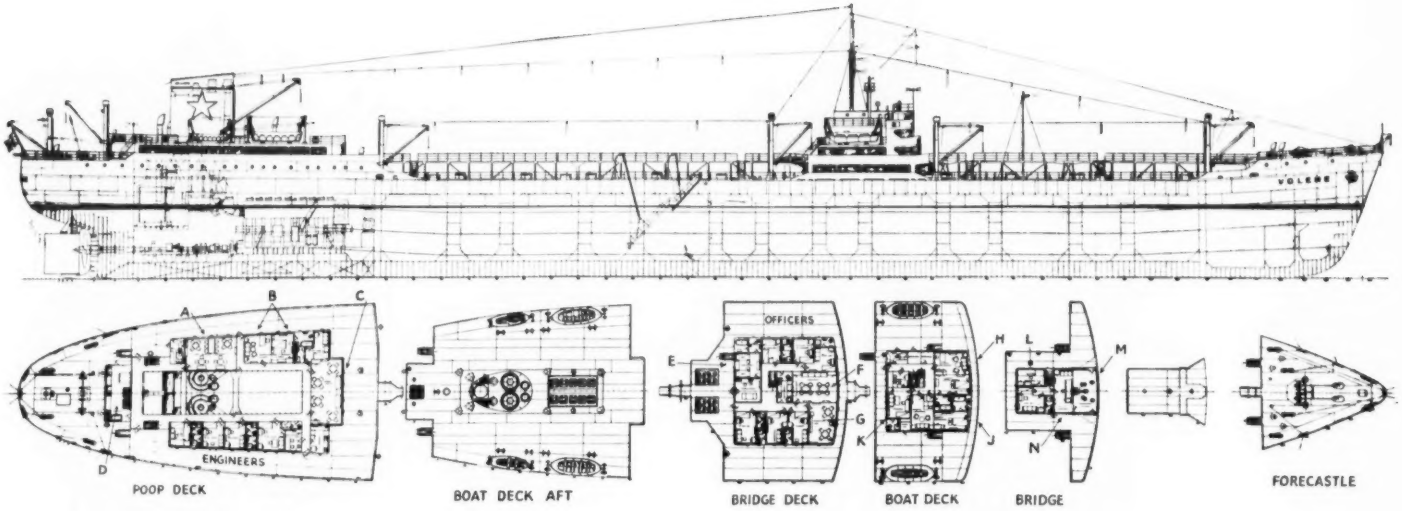
Number of British Seafarers

A return by the Registrar General of Shipping and Seamen shows that the total strength of personnel of the British Merchant Navy (excluding Asiatic seamen) at the end of June was 144,452, slightly more than at the end of June 1950. During the month of July 1951 there was a further net gain of 386, bringing the effective total up to 144,838. Details are given in the following table:—

	June 30 1950	June 30 1951	July 31 1951
Masters and deck officers (cert)	13,033	13,275	13,339
do. (uncert.)	2,530	2,196	2,152
Apprentices and cadets	4,558	4,820	4,803
Engineer officers (cert.)	7,070	7,315	7,350
do. (uncert.)	15,553	15,732	15,812
Radio officers	3,158	3,254	3,262
Deck ratings	32,827	32,985	33,028
Engineroom ratings	22,384	20,673	20,575
Catering ratings (including pursers and writers)	39,904	41,412	41,704
Miscellaneous (including surgeons)	2,535	2,790	2,813
Totals	143,552	144,452	144,838

The United Organisations has published a 1951 *Supplement* to the 1950 *Catalogue of Economic and Social Projects*. Among the fields covered in the *Catalogue* and the *Supplement* are the following: economic stability and employment, economic development, industry and raw materials, food and agriculture, international trade, fiscal and public finance questions, transport and communications, etc. (Obtainable from H.M. Stationery Office, price 17s. 9d.)

To mark the fiftieth anniversary of the foundation of the Banco de Vizcaya, a special issue of the bank's *Review* has been published. It is a magnificently produced and illustrated survey of the history, economy, industries and resources of the province of Vizcaya, and among others it contains articles dealing with Spanish merchant shipping in general and the story of the Empresa Naviera Ybarra in particular. The head office of the Banco de Vizcaya is at Gran Via 1, Bilbao.



GENERAL ARRANGEMENT OF THE MOTOR TANKER "VOLERE," 26,500 TONS D.W.

Built by the Ansaldo shipyard, Genoa-Sestri, for the Flota Lauro, Naples

KEY TO LETTERING

A—Crew's recreation room
B—Chief engineer
C—Officers' mess
D—Galley
E—Hospital
F—Saloon
G—Officers' smokeroom
H—Captain
J—Owner's suite
K—Chief officer
L—Radio room
M—Wheelhouse
N—Chartroom

LARGEST ITALIAN TANKER

THE MOTOR TANKER "VOLERE" OF 26,500 TONS D.W.

The largest motor tanker under the Italian flag was recently completed by the Ansaldo shipyard, at Genoa-Sestri, for Achille Lauro, of Naples. The *Volere* is a twin-screw motor tanker with a deadweight capacity of about 26,500 tons, and was put into service at the end of May, having been under construction for less than 17 months. On her trials she attained a maximum speed of more than 18 knots, and her designed speed in loaded condition is 16 knots.

The principal particulars of the *Volere* are as follows:—

Length overall	626 ft. 5 in.
Length b.p.	593 ft. 8 in.
Breadth moulded	82 ft. 4 in.
Depth	43 ft. 2 in.
Load draught	32 ft. 4 in.
Cargo capacity	34,924 cu. metres
Deadweight tonnage	26,500 tons
Gross tonnage	17,044 tons
Suez Canal tonnage	12,989 tons net
Normal horse power	12,000 b.h.p. at 115 r.p.m.
Service speed	16 knots

The *Volere* was built to the requirements of the Registro Italiano Navale and of the American Bureau of Shipping. The cargo compartments are divided by two longitudinal bulkheads, and transverse bulkheads divide the central part of the ship into twelve cargo tanks, with a capacity of 17,848 cu. metres, and the sides into twelve wing tanks (six on either side) having a capacity of 17,076 cu. m., making the total oil cargo capacity of the vessel 34,924 cu. m. There is a dry-cargo hold aft of the forepeak as well as a pumproom, with tanks for fuel or water ballast below. Dry cargo can also be carried in the bridge tweendecks, giving a total dry-cargo capacity of 1,082 cu. m. The main pumproom is amidships between Nos. 6 and 7 tanks, the cargo being handled by four steam and one diesel-driven pumps of 400 cu. m. per hour capacity, and two steam pumps with a capacity of 60 cu. m. per hour.

The main propelling machinery consist of two Fiat Type 759 two-stroke single-acting diesel engines, each having nine cylinders with a diameter of 750 mm. and a stroke of 1,320 mm. Each engine has a normal output of 6,000 s.h.p. at 115 r.p.m., but can develop 8,800 h.p.

The engineer officers' dining saloon in the poop

The captain's bedroom, with dayroom beyond

at 130 r.p.m. for a speed of 18 knots. The engines are arranged so that boiler oil can be used, for which purpose De Laval centrifugal separators and heaters are provided. Two fresh water and two salt water circulating pumps of 300 cu. m. per hour capacity and four lubricating oil circulating pumps of 120 cu. m. capacity are driven off the twin propeller shafts, through clutches and gears for controlling speed as required.

Electrical Installation

Electric current is supplied by two 50-kW generators, one steam-driven and one diesel-driven, and by two 25-kW generators driven by the main engines. Exhaust gas from the main engines is led to two Clarkson boilers, arranged for alternative oil firing, which supply steam for heating and general purposes, while steam for the cargo pumps is supplied by two cylindrical oil-fired boilers.

The machinery in the *Volere* is believed to be the highest powered diesel machinery yet installed in a tanker. The Ansaldo yard has received orders for two more tankers of similar size from the same owners, but these vessels will be driven by steam turbine machinery.

NEW DECCA RADAR MODEL

Shipborne Set with 12-in. Display

DECCA RADAR, LTD., has introduced a new model of radar installation as an alternative to the existing Type 159B. The difference between the two is confined to the display unit, which in the new set, Type 12, incorporates a 12-in. cathode ray tube.

The older Type 159B set has a 5-in. tube in its display unit, which can be viewed through a magnifier to give an effective display size of 7 in. This comparatively small tube enables the size of the display unit to be kept down, and makes the set as a whole particularly attractive for small craft where space is limited. In addition to small craft, however, the set has been extensively fitted in ocean-going vessels of every type, and the fact that the total number of orders received by the company now exceeds 1,100 speaks well for its qualities. Where space is not a limiting factor, many ship masters prefer a larger display size than is provided by the existing set, and it is for this reason that the new set has been introduced.

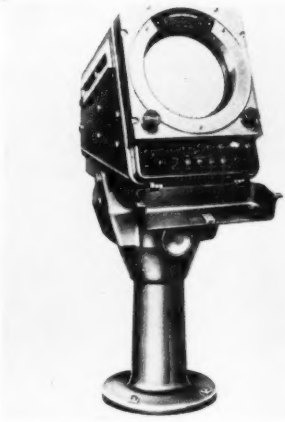
The general arrangement of the two sets is identical, with the exception of the display unit. The aerial unit, receiver unit and power unit are common to both sets. In addition to its 12-in. tube, the new display unit contains the latest improvements and features of radar technique which have been developed from the operational and research experience obtained from more than 800 Decca radar sets now in service. The size and weight of the Type 12 display unit have been kept to a minimum consistent with the 12-inch P.P.I. tube employed. All controls are grouped at the base of the front panel, and those which are not required after initial setting up can be enclosed and locked.

New Circuit

Dual-pulse transmission is employed, which is automatically switched on the short and long ranges, together with an entirely new rain and snow suppression circuit. This circuit, which is also being fitted in Type 159B sets, is believed to be unique in radar technique. It differentiates the returning echo signal after it has been rectified. The effect of this is that only the leading edge of a long and approximately constant signal, such as is given by a snow or rainstorm, appears on the screen, and the echo from a ship within the storm, which may normally be lost unless the gain control is adjusted accurately, stands out clearly. This circuit also gives a marked improvement in performance in such confined spaces as within the limits of a port, and a representative of THE SHIPPING WORLD was most impressed with its effect during a trial run in the upper Thames. As it has a slightly adverse effect upon long range performance, a switch is fitted which enables it to be cut out when required.

Minimum range is better than 25 yards. The largest scale is now 1 mile, which corresponds in actual scale to the ½-mile scale used on the 5-in. tube of the Type 159B. A variable range marker is incorporated, with a rapid gear action control, enabling ranges of targets to be speedily and accurately measured on an illuminated logarithmic scale.

Special attention has been given to the need for ease of servicing, and the display unit chassis can be withdrawn on non-magnetic runners clear of the case without interruption to the operation of the set. All electronic and mechanical parts are easily accessible for maintenance and testing. The unit can be supplied for shelf mounting, or on a special adjustable pedestal fitted to the deck.



Display unit of Decca Type 12 radar set, shown on pedestal mounting

Decca radar Type 12 is already in production, and sets are installed in ships of the Royal Navy, which is one of 10 navies in which Decca radar is now used. Its cost will be £1,750, as against the £1,500 charged for the Type 159B set. The company's production of radar sets has been accelerated by the opening of a third factory, and is to be increased still further. The present rate of 15 sets a week is to be increased to 30 sets a week by January 1.

Under the title of *Demi-Siècles* M. Jean Marie, president of the Compagnie Générale Transatlantique, has collected a series of broadcast talks on the evolution of the merchant navy since the thirteenth century. The volume also contains the text of his talk on the reconstruction of the French fleet since the war, given to the Société des Ingenieurs Civils de France in June, and his speech on the inaugural voyage of the *Liberté*.

AUGUST 1949

Two years of outstanding achievement in Marine Radar

AUGUST 1951

These facts record the first two years of Decca Radar progress . . .

★ **More than 1100 ships are being equipped with Decca Radar.**
This great fitting programme includes ships of all types and tonnage, from small fishing vessels to large ocean-going liners. Practical experience in every class of ship has proved the efficiency of Decca Radar under the most exacting and arduous conditions of shipborne use.

★ **Selected by more than 230 Shipowners and Authorities.**
The widespread adoption of Decca Radar by shipowners in over twenty countries throughout the world, is supported by a continually increasing flow of new orders. Many well-known companies, after initial trials, have contracted for extensive fleet fittings.

★ **Tankers being fitted now exceed 500,000 gross tonnage.**
More than 100 tankers are being fitted with Decca Radar, including ships owned by Athel Line Ltd., C. T. Bowring & Co. Ltd., British Tanker Co. Ltd., Houlder Brothers & Co. Ltd., Overseas Tankship (U.K.) Ltd., and Royal Fleet Auxiliaries.

★ **Ordered for installation in 150 Fishing Trawlers.**
Robust unit construction, reduced weight and bulk, simplicity and reliability, are the essential features which combine to make Decca Radar the most widely used radar in the fishing industry.

★ **35 Whalers equipped for the 1951/52 Season.**
Practical trials in last year's whaling fleets proved that Decca Radar meets the rigorous standards essential for satisfactory service under whaling conditions. In this year's expeditions more than 35 whalers will be using Decca Radar.

★ **Naval Vessels of 10 countries are being fitted.**
This unique record of naval and merchant ship fitting provides clear evidence of the superiority of Decca Radar in design, performance and reliability.

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DR154

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BROCHURE GIVING FULL TECHNICAL DATA, DIMENSIONS, ETC. SENT UPON REQUEST

The Mark 2 Series Convection Heaters have been produced to meet the demands of the numerous occasions when a heater embodying the safety features and overall electrical efficiency of the Standard "Graham" Convector is desired, but where the question of first cost is of such importance that it precludes the use of the Standard Heater.

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MOTOR AND STEAM SHIPOWNERS

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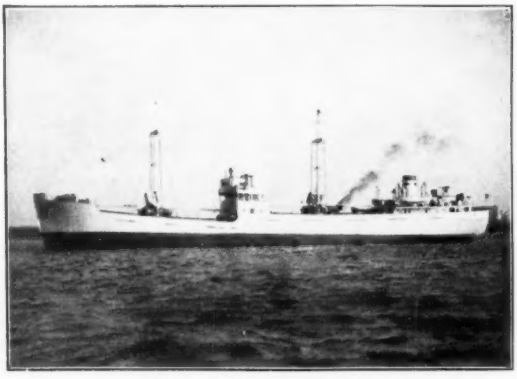


Motor Vessel "SUPREMITY."

TANK STEAMERS AND TANK BARGES

COASTING AND RIVER SAILING BARGES

A large fleet of Shallow Draft Motor Ships and Tank Ships suitable for working to small ports and up river destinations in coasting and short sea trade.

Transport costs saved by berthing direct alongside Factories and Works for discharge.

MARINE ENGINES ON SHOW

SOME EXHIBITS AT THE ENGINEERING, MARINE & WELDING EXHIBITION

THE Engineering, Marine & Welding Exhibition, which this year incorporates the Foundry Trades Exhibition, is once again the largest event of its kind in the world. The exhibition was first held in 1906 and has taken place ever since in alternate years with the exception of the interruptions caused by the two world wars. The exhibition is at Olympia, London, from August 30 to September 13, and it will be open each weekday from 10 a.m. until 8 p.m.

An outstanding section of the exhibition is undoubtedly that devoted to internal combustion engines for industrial and marine use. Over 30 exhibitors are showing engines of one type or another. One of the highest powered diesel installations on view is a 3,000 b.h.p. power unit comprising two 8-cylinder two-cycle engines, running at 3,200 r.p.m. and driving a single propeller shaft at 128 r.p.m. through electro-magnetic slip couplings and a $2\frac{1}{2}:1$ reduction gear. Each engine weighs 38 tons, but for the power developed occupies a relatively small space. They are manufactured by Crossley Brothers, Ltd., who will also be showing for the first time a compact 8-cylinder scavenge pump diesel marine propulsion engine of 400 b.h.p. at 750 r.p.m. Another 38-tons diesel engine which develops 938 b.h.p. at 275 r.p.m. is on view on the stand of the English Electric Co., Ltd.

Use of Models

Some of the larger types of engine are shown in model form. For example, Richardsons, Westgarth & Co., Ltd., are showing a working model of a 5,000 h.p. four-cylinder North Eastern-Doxford oil engine. As an illustration of the importance of United Kingdom engines to the export trade, it should be noted that W. H. Dorman & Co., Ltd., who are showing a fully-sectioned four-cylinder diesel slowly rotating in order to demonstrate the internal working, export 80 per cent of their total production of engines and engine-driven generating sets.

Gas and water turbines are also widely covered. John Brown & Co., Ltd., show a model of the 700-kW closed-cycle gas turbine now under construction at Clydebank for the utilisation of the waste heat in the Foles Hill Gas Works at Coventry. Ruston & Hornsby, Ltd., include among their exhibits such varied items as a fully scaled cut-away model of a gas turbine with 750-kW alternator. One of the most interesting exhibits is a test rig embodying a scaled-down combustion chamber of a gas turbine shown in full operation by Shell-Mex & B.P., Ltd. Experimental study of fuel in a full-size gas turbine is impracticable, even regardless of cost, as results could not be obtained in a reasonable time, and the test rig is one of the type which has been installed in their research laboratories. Typical of exhibits of steam turbine manufacturers is a completely bladed high pressure shaft of a 6,000-kW turbine designed to operate with steam at a pressure of 900 lb. per sq. in. and a temperature of 900 deg. F., made by C. A. Parsons & Co., Ltd.

Boilers are difficult to include in an exhibition on account of their size except in model form, but Fraser & Fraser, Ltd., are showing one of their watertube boilers. The story of watertube boilers, tracing their development from the first of this type manufactured nearly 100 years ago to the huge steamraising plant of the modern power stations, is portrayed by Babcock & Wilcox, Ltd.

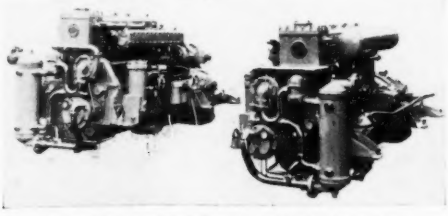
A.E.C. Exhibits

The A.E.C. exhibits include four types of oil engine and a display of component parts, one of these being a sectioned cylinder head block which shows the A.E.C. Ricardo Comet Mark III combustion system which is incorporated in the engine exhibits. The complete engines include a Type A.210 6-cylinder marine propulsion engine, two of which—right and left handed—are shown in an accompanying illustration. These engines have a bore of 120 mm. and 142 mm. stroke and have a continuously rated output of 100 b.h.p. for each engine at 1,500 r.p.m. The exhibit is complete with reverse and water-cooled reduction gearing with a ratio of 1.96 : 1.

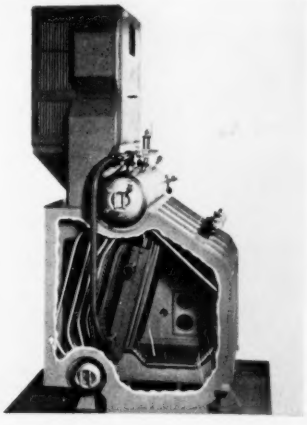
Babcock & Wilcox Ltd., have a stand which is one of the largest in the exhibition and faces into both the Grand and National Halls. Towards the Grand Hall it is in the form of a ship's bridge, in front of which are displayed models of various types of Babcock marine boilers (one of which is illustrated) alongside models of ships in which they are installed. Photographic enlargements show vessels and typical stokeholds equipped with Babcock boilers. A feature of the exhibit is a half-scale working model of a Babcock "Cyclone" steam separator, operating in a section of a boiler drum.

Two of the new Blackstone EV engines are featured on the stand of R. A. Lister (Marine Sales) Ltd. The engines selected are both unsupercharged 6-cylinder types developing 270 b.h.p. at 600 r.p.m., but whereas one is a marine propulsion unit with a 2 : 1 reduction gear and reverse gearbox, the other is for auxiliary marine use and coupled to a 130-kW generator. British Polar Engines familiar in many types of ship today are exhibited on this company's stand. The centrepiece of the British Polar exhibit consists of an M44M marine propelling engine of fully reversible type having 4 cylinders and rated for 750 b.h.p. at 300 r.p.m. In addition there is one K53E marine auxiliary generating set rated to develop 110 kW at 600 r.p.m.

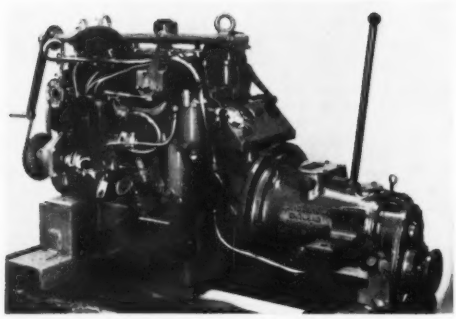
The British Thomson-Houston Co., Ltd., is exhibiting on two stands at this year's exhibition, at one of which the exhibits are representative of BTH practice in electric propulsion equipments; ships' electrical auxiliaries; marine radar and many kinds of electric plant for dockyards and



Handed pair of A.E.C. type A.210 6-cyl. engines



Babcock & Wilcox integral furnace marine boiler



David Brown MD4 diesel with reverse and reduction gearbox

general industrial use. The exhibits range from a 12-tons gearwheel as used with geared-diesel propulsion units incorporating BTH electro-magnetic couplings; developments in gas turbines; and high breaking capacity switchgear for marine service, down to electric speed indicators and magnetos for marine engines.

One of the main exhibits at the David Brown Corporation stand is an M.D.4 diesel marine engine, with reverse and reduction gearbox, which is an example of collaboration between two companies within the group. The engine, a 4-cyl. o.h.v. unit of 25.5 b.h.p. at 1,600 r.p.m. (continuous cruising) is a product of David Brown Tractors, Ltd., and is designed for use in motor cruisers, launches, fishing boats, barges, or as an auxiliary installation in yachts within the 30-tons range. The transmission unit is a direct drive reversing gearbox fitted with an optional reduction gear, made by David Brown Gears (London), Ltd.

New Mirrlees Engine

At the Brush-ABOE group stand 30 engines capable of supplying power for every type of need—industrial, marine, agricultural, traction and lighting—are displayed on a "double-decker" stand, which is the largest in the show. The new Mirrlees JVSS16 diesel engine was exhibited at the Festival of Britain Industrial Power Exhibition at Glasgow. The JVSS16 develops 2,270 b.h.p. at 900 r.p.m. Three of the 14 Petter engine exhibits are entirely new. They are a 10-kW marine generator set, a 15-kW marine auxiliary set and a 32/36 b.h.p. propulsion unit type B4M fitted with a Parsons reverse reduction gear. All these engines are designed specially for yachts and other small craft. The range is a recent development of the well-known Petter B. industrial engines. The new M range of marine and industrial diesel engines is displayed by J. & H. McLaren Ltd. The M-type cylinder head is a development of the MR series, the special advantages being positive cold starting, cooler running engine and a decrease in fuel consumption. Outstanding McLaren exhibits are the M4 and M5 marine engines, and, in the industrial field, the M4 88 b.h.p. at 1,000 r.p.m. diesel power unit. The smallest unit of the three engines to be displayed by Henry Meadows is the 4-cyl. Kingfisher paraffin marine engine. This has an output of 25 b.h.p. at 2,200 r.p.m. for continuous cruising. Hundreds of these engines have already been supplied to all parts of the world for pleasure and working craft alike—one recent order alone being for 40 for Finland. A unique detail of this engine is that all its electrical equipment is concealed beneath a waterproof panel which encloses the whole of one side of the engine.

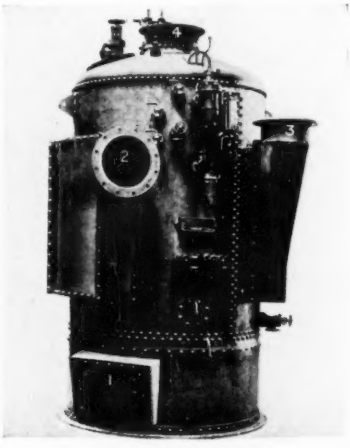
Exhaust Boiler

The Clarkson Thimble Tube Boiler Co. Ltd., are showing a scale model of a Clarkson "Batog" exhaust gas and oil fired boiler which is designed to utilise the exhaust gases of a ship's diesel engine to supply steam for the "hotel requirements" of the vessel. The full quantity of exhaust gas when the engines are running on full load is capable of supplying approximately 1,200 lb. of steam per hour at 100 lb. per sq. in. pressure for this particular size of boiler. When the engines are stopped, in particular when the vessel is in port, this quantity of steam can be obtained by means of the oil burner. Alternatively, if a greater quantity of steam is required, the exhaust gas and oil burning equipment can be used simultaneously to supply a total output of up to 2,500 lb. of steam per hour. Another exhibit is a full-sized exhaust gas water heater containing 11 sq. ft. of heating surface, sectioned so that the internal construction can be examined.

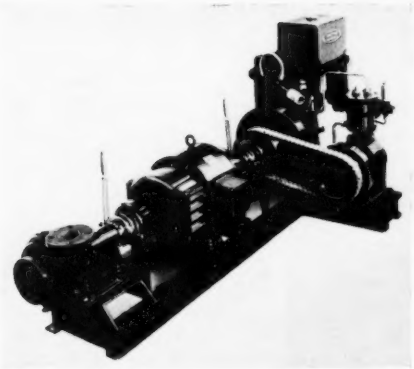
The Coventry Victor Motor Co., Ltd., is staging a fully representative range of air-cooled and water-cooled diesel and petrol engines, pumping sets, generating sets and diesel marine propulsion and auxiliary power sets. A new water-cooled diesel engine will be introduced for the first time on August 30. It will be a more powerful unit than the well-known W.D.1 and W.D.2 engines of 5/7 and 7/9 h.p. respectively, and will be known as the W.D.3 (9/11 h.p.). The A.D.1 air-cooled diesel, popularly known as the Zephyr, is also displayed. This model develops 4 h.p. at 1,500 r.p.m. and is a self-contained power unit. This diesel, apart from the demand existing for industrial application, is applicable for driving generators, pumps, etc., where the installation is above the waterline. A Coventry Victor diesel is also shown coupled to a generator, pump and air compressor, all mounted complete on a fabricated steel bedplate as shown in an accompanying photograph; the various components being driven through dog clutches, or hand operated friction clutches. Cooling is normally by means of sea-water gear type circulating pump, mounted integrally with the engine. The Neptune, a new air-cooled petrol engine with four horizontally opposed cylinders will also be shown. In common with all Coventry Victor engines, the Neptune 4-cyl. engine is of the four-stroke variety.

The Coventry Climax exhibits include a Godiva 4-cyl. marine 30 h.p. diesel engine and the C.D.2, a balanced twin

Right: **Model of Clarkson exhaust gas and oil-fired boiler, showing oil-burner port (1), exhaust gas entry to outer thimble tube surface (2), exhaust gas outlet (3) and oil-burning flue outlet (4)**



Left: **Coventry Climax 30 h.p. Godiva diesel engine**



Coventry Victor marine auxiliary set

15 b.h.p. diesel marine engine. Smooth vibrationless running is achieved by evenly spaced firing impulses and the use of balanced shafts. Both balanced twin and 4-cyl. Godivas are available as industrial, vehicle and marine units. Other exhibits include the T.M.D. 229, the smallest diesel fork truck in the world, a Godiva fire engine and the C.D.S.4, especially designed for use on shipboard. The latter is a diesel powered unit, fulfilling the requirements as set out in recent M.O.T. regulations.

Crossley Brothers, Ltd.

Crossley Brothers, Ltd., have two stands in the Grand Hall, one having several engines on display and the other having working models and a cinema for sound and colour films. On the first of these stands is exhibited a 3,000 b.h.p. marine installation comprising two diesel engines type CRL.8 geared to a shaft through electro-magnetic couplings suitable for single-screw vessels. The engines each have eight cylinders and operate at 320 r.p.m. with reduction gear having a ratio of 2½:1, which gives a propeller speed of 128 r.p.m. The whole power unit is extremely compact, the height from the operating floor being little greater than that of a man, and the overall length, including the couplings, rotate in the same direction. Two other marine engines are shown at this stand, one being a type HRN.6 scavenge pump diesel engine, which is representative of a range up to 900 b.h.p. with eight cylinders at 500 r.p.m. These engines are of the two-cycle type, and direct reversing. The remaining marine engine is a type ERN.8 direct reversing engine. This is an up to date revised version of the ERL type which was previously built only up to six cylinders.

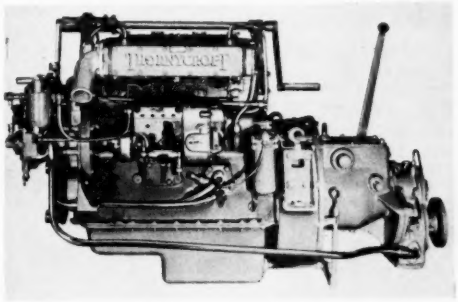
Harland & Wolff show on their stand a representative selection from their wide range of engineering products. On the marine side the exhibits show diesel propelling engines of the two-stroke single-acting crosshead type, represented by a 1:10 scale model of a 6-cyl. engine of the opposed-piston eccentric type, developing 7,000 b.h.p.; the two-stroke single-acting trunk type, represented by a 1:10 scale model of an 8-cyl. engine of the opposed-piston type, developing 4,800 b.h.p. at 220 r.p.m.; while ships' auxiliary engines are represented by a 780 b.h.p. 6-cyl. turbo-charged four-stroke trunk type engine as used for ships' generating sets (in supercharged or unsupercharged form). The industrial engineering side of Harland & Wolff's activities is also represented. An exhibit of special interest is a H. & W.-Cooper-Bessemer combination V-type gas engine and horizontal compressor unit. This compact unit develops 440 b.h.p. at 300 r.p.m. and is designed to compress the various types of gases used in the petroleum and chemical industries.

Six different types of industrial diesel units are on view on the Leyland stand. Two self-contained power installations are shown, one a 95/125 h.p. unit and the other a 63/90 h.p. installation which employs a newly-designed diesel engine of 350 cu. in. capacity. Both of these units are totally enclosed, and are sturdily built to take various types of rear drives for different applications. A 95/125 h.p. engine, specially adapted for driving a compressor manufactured by the Climax Rock Drill & Engineering Works, Ltd., is also shown. The other three exhibits are complete electrical generating sets, combined products of Leyland Motors, Ltd., and Auto-Diesels, Ltd., of Uxbridge. One of these has a novel layout and employs a horizontal diesel engine.

The marine propulsion exhibits on one of the stands of Metropolitan-Vickers Electrical Co., Ltd., include a model of one of the single-screw 8,000 s.h.p. equipments now being built for two British-owned vessels. Models of three ships, the *Royal Iris*, Mersey dredger No. 26 and the *Loch Fyne*, all of which have been fitted with Metropolitan-Vickers diesel-electric propulsion machinery, are also shown. The *Royal Iris* and the Mersey dredger, commissioned in 1951 and 1948 respectively, are excellent examples of vessels fitted with the machinery maker's metadyne-controlled constant current system.

The National Gas and Oil Engine Co., Ltd., have on view typical units for marine propulsion and auxiliary purposes, and also vertical and horizontal industrial engines. Three vertical diesels shown are of the 4-valve cylinder head type; the two inlet and two exhaust valves are disposed in such a manner as to promote ideal combustion conditions at all loads and speeds. The bedplate and column are single-piece castings and their design ensures the rigidity which is so desirable for marine work. Fuel pumps are separate for each cylinder, with interconnected operating mechanism so designed that independent and accurate adjustment of each pump can be made easily. The main set, which can be seen in operation, is a F4AUM6 type, 6-cylinder 500 r.p.m., pressure-charged marine propulsion unit, with a rated output of 624 s.h.p., driving through a National RR 12/2 type oil operated reverse-reduction gearbox with a 2:1 ratio. A bridge carries the engine speed and gearbox controls.

F. Perkins, Ltd., of Peterborough, are exhibiting ten of

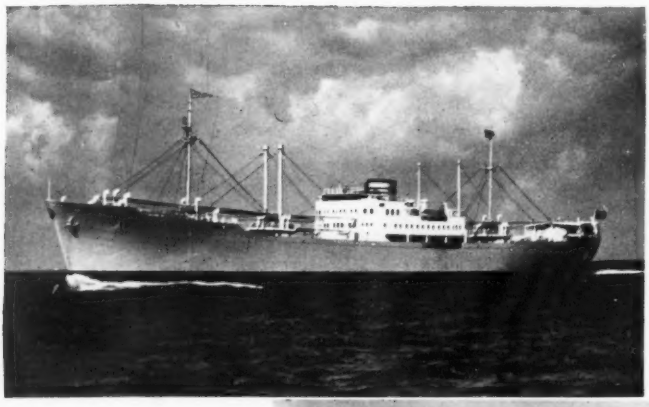


Thornycroft type RTR 4 4-cyl. diesel engine

their diesel engines. The marine units include a S6M engine with 2:1 reduction gearing. This is a 6-cylinder power unit with 5-in. stroke and 4⅜-in. more rated to develop 100 b.h.p. at 2,000 r.p.m. and 75 b.h.p. at 1,500 r.p.m. Two other examples of marine engines built by this company are the P6M (3½-in. bore and 5-in. stroke) rated at 65 b.h.p. at 2,000 r.p.m. and the P4M engine (3-in. bore and 5-in stroke) rated at 43 b.h.p. at 2,000 r.p.m. All three engines incorporate the Perkins patented "Aeroflow" system of combustion.

The Richardsons Westgarth group occupies an island site which shows examples of all the important manufactures of these firms, including models of a North Eastern-Doxford oil engine, a Richardsons Westgarth power station installation, a Clark Sulzer two-cycle oil engine, of the type now being fitted in coastwise and short-sea traders, and a Foster Wheeler watertube boiler constructed by Foster Wheeler, Ltd., for the Bankside power station. These boilers have an output of 375,000 lb. of steam per hour for a generated 950 lb. per sq. in. and 925 deg. F. temperature.

The Thornycroft stand emphasises the versatility of this company in the production of ships and boats, marine and industrial engines, and the many ancillary items of engineering equipment required in the marine and engineering sphere, both at sea and on land. From the range of Thornycroft diesel engines designed for the smaller types of boats and covering powers from 20 to 125 b.h.p., a 4-cylinder direct injection unit is shown. This is the type RTR.4 with an output of 30 b.h.p. at 1,750 r.p.m. shown in an accompanying photograph and available for direct propeller drive or with 2:1 or 3:1 reducing gear. This engine has a wide application among medium size commercial and pleasure craft, either as a main power or auxiliary unit, and it is extensively used in ships' lifeboats to Ministry of Transport survey.

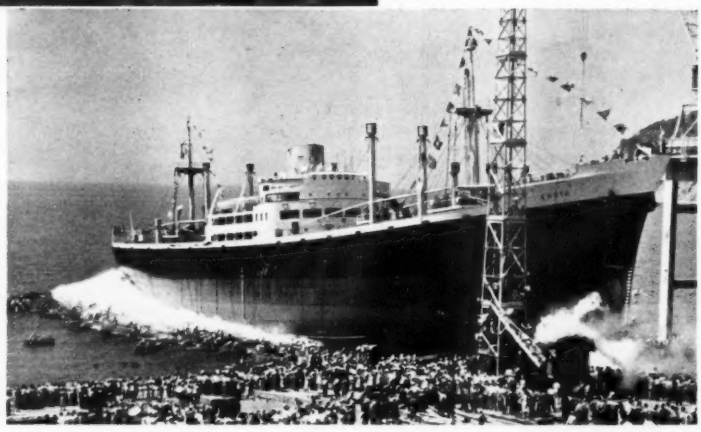


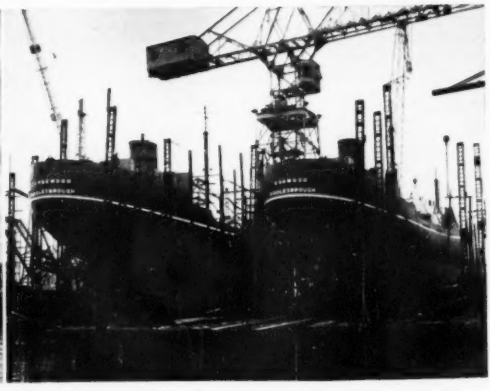
Cargo Liner "Risanger"

The motorship *Risanger* has been delivered by Kockums Mek. Verkstad, Malmo, to Westfal-Larsen & Co., A S, Bergen. Her length b.p. is 450 ft., breadth moulded 61 ft. 0.25 in., with depth moulded to shelter deck of 39 ft. 2 in. She has a deadweight capacity of 8,690 tons as an open shelter-decker, with a draught on summer loadline of 26 ft. 6.5 in. Her deadweight as a closed shelterdecker is 9,955 tons on a draught of 28 ft. 7 in. The main engine is a MAN-Kockum 8-cyl. diesel, developing 8,000 b.h.p. at 110 r.p.m. for a loaded trial speed of 18 knots

Italian Motorship "Ercta"

The motorship *Ercta*, built for the Compagnia Siciliana di Armamento, of Palermo, by the Cantieri del Tirreno at Riva Trigoso, has entered service only 20 days after her launching. Of about 11,000 tons d.w., the *Ercta* has a length of 444 ft. 7 in., a breadth moulded of 62 ft. 8 in. and a depth of 39 ft. She is propelled by an 8-cyl. Fiat two-stroke single-acting diesel with a normal output of 4,600 b.h.p. at 125 r.p.m. Her trial speed exceeded 16 knots. She has accommodation for ten passengers amidships





Sister Ships Launched on Same Tide

Two sister ships, the *Copsewood* and *Eskwood*, were recently launched within half an hour of each other by the Burntisland Shipbuilding Co., Ltd. Building to the order of the Constantine Shipping Co., Ltd., Middlesbrough, they are single-screw bulk carriers of about 1,600 tons d.w., suitable for coastal or short-sea service. They are raised quarterdeckers with a length b.p. of 214 ft. 6 in., a breadth moulded of 35 ft. 4 in., a depth moulded of 16 ft. and a draught of 15 ft. 6 in. An unusual arrangement aft consists of a high quarterdeck raised 30 in. above the main quarterdeck, and a high poop extending aft. There are three cargo holds, two with 32-ft. hatches and one with a 30-ft. hatch. The bulkheads between the holds are portable wood divisions, so that the three compartments can be thrown into one if desired. There is no cargo-handling gear except for a one-ton derrick at No. 1 hatch. The main machinery consists of a British Polar diesel of 640 b.h.p. at 250 r.p.m., direct-coupled and direct reversible

NEW CONTRACTS

Yards in Great Britain and Northern Ireland

Shipowners	No. of Ships	Type	Approximate Tonnages Gross	Approximate Tonnages Deadweight	Dimensions (ft.)	Speed (knots)	Propelling Machinery	Total h.p.	Engine Builders	Shipbuilders
London & Overseas Freighters, Ltd.	3	Tankers	—	25,000 (each)	—	—	Steam turbines	—	Richardson, Westgarth	Furness S.B.
N.Z. Shipping Co.	1	Cargo	—	—	—	—	—	—	—	Alex. Stephen
Cunard Steam-Ship Co., Ltd.	3	Cargo	3,300 (each)	4,400	—	13.5	5-cyl. Doxford diesel	—	David Rowan & Co.	Wm. Hamilton

Commonwealth and Overseas Yards

—	1	Cargo	1,000	—	225.1 - 35 - 13	11.5	Deutz diesel	925	—	Schulte & Bruns, Emden
J. A. Reinecke, Hamburg	2	Cargo	750 (each)	—	—	—	Diesel	—	—	A. G. Weser, Bremerhaven
Neste O.Y., Helsinki	1	Tanker	—	14,900	490 - 65 - 35.75 - 28.9 dft.	14.5	M.A.N. diesel	6,300	—	C. van der Giessen & Zonen, Krimpen
L. Dreyfus & Cie., Paris	4	Cargo	—	9,200 (each)	453 - 60	14.75	Sulzer diesel	5,000	—	Atel. & Ch. de la Loire
Groningen owners	1	Coaster	299	—	—	—	Industrie motor	200	—	Gebr. Coops, Hoogezand
Spliethoff's Bevracht, Amsterdam	1	Coaster	—	600	—	—	Werkspoor diesel	370	—	N.V. Scheepsbouw Unie, Groningen
F. de Groot, Kampen	1	Coaster	—	675	—	—	M.A.K. diesel	480	—	Noord-Nederlandsche Scheeps, Groningen
Hanseat Reederei, Bremen	1	Cargo	—	1,100	169.3 - 29.5 - 18	—	Diesel	—	—	A. G. Weser, Bremerhaven
Hamburg owners	1	Cargo	1,100	1,700	236.25 - 36.75	11	Diesel	—	—	Unterweser Schiffbau

LAUNCHES

Yards in Great Britain and Northern Ireland

Date	Shipowners	Ship's Name and/or Yard No.	Type	Approximate Tonnages Gross	Approximate Tonnages Deadweight	Dimensions (ft.)	Speed (knots)	Propelling Machinery	Total h.p.	Engine Builders	Shipbuilders
Aug. 16	British Electricity Authority	*Deptford*	Collier	—	2,700	257 - 39.5 - 18.5	10.5	Tr.-exp. steam with reheat	—	George Clark	S. P. Austin
Aug. 16	Th. Brovig, Farsund	*G. C. Brovig*	Tanker	—	16,000	499 ft. (length)	—	Doxford diesel	—	David Rowan	Wm. Hamilton
Aug. 17	Klosters Rederi A/S	*Nordvard**	Cargo	5,600	9,400	425 - 58.75 - 37.75	13.25	4-cyl. Doxford diesel	—	N.E. Marine	Short Brcs., Ltd.
Aug. 18	Royal Navy	*M.T.B. 5701*	Motor torpedo boat	—	—	120 - 25	—	Gas turbine and diesel	—	Metropolitan-Vickers	J. Samuel White
Aug. 18	Charrington, Gardner, Locket (London) Ltd.	*Margaret*	Tug	66	—	70 - 18 - 8.5	—	6-cyl. diesel	450	British Polar Engines	Cochrane & Sons
Aug. 18	F. T. Everard & Sons	*Seniority*	Cargo	1,560	1,860	—	—	—	—	—	Goole S.B. & Repairing Co.
Aug. 20	Lloyd Brasileiro	*Alagoas*	Tanker	10,400	16,500	510 - 69.5 - 37.25	14.25	Doxford diesel	5,600	David Rowan	Lithgows, Ltd.
Aug. 21	Bowring S.S. Co.	*Regent Springbok*	Tanker	11,800	17,600	516 - 70.5 - 38	13	Doxford diesel	5,600	David Rowan	Blythswood S.B.
Aug. 21	Port of Bristol Authority	*Cabot*	Tug	—	—	79 o.a. and 73 b.p. - 20.5 - 9.5	9.5	Tw.-scr. 3-cyl. diesels	300	British Polar Engines	Chas. Hill & Sons
Aug. 21	J. Marr & Son	*Hildina*	Trawler	330	—	140 o.a. and 123.5 b.p. - 26.5	—	5-cyl. diesel	700	British Polar Engines	Cook, Welton & Gemmell
Aug. 21	Job Bros. & Co., Newfoundland	*Blue Mist II*	Trawler	—	—	120 - 25 - 12.5	—	Diesel	650	Mirlees, Bickerton & Day	John Lewis & Sons

Commonwealth and Foreign Yards

July 31	Kyoritsu Kisen K.K.	*Kyoei Maru*	Cargo	6,600	8,500	465.9 - 63.3 - 31.2	—	Diesel	8,000	—	Nippon Steel Tube Co., Tsurumi
Aug. 8	Hinode Kisen K.K.	*Isuzu Maru*	Cargo	5,000	7,500	374 - 53.75 - 29.5	—	Steam turbine	3,200	—	Nippon Steel Tube Co., Shimizu
Aug. 9	Swedish America Line	*Maltesholm*	Cargo	—	7,500	430 - 58.5 - 26.25	16	8-cyl. B. & W. diesel	7,500	Shipbuilders	Eriksberg M.V., Gothenburg
Aug. 10	United S.S. Co., Copenhagen	*Ficaria*	Cargo	1,800	2,400	298.6 - 45.4	15	Diesel	—	—	Elsinore S.B. & Eng. Co.
Aug. 15	Trafik A.B. Grangesberg-Oxelosund	*Pajala*	Combined ore and oil carrier	—	15,500	532 - 68 - 38.5	14	8-cyl. diesel	7,350	Shipbuilders	Gotaverken, Gothenburg
Aug. 18	Afrika-Linien, Hamburg	*Transvaal*	Cargo	4,100	6,300	—	—	Diesel	—	—	Flensburger Schiffsbau-Ges.

* Amended details of launch reported last week

TRIAL TRIPS

Commonwealth and Overseas Yards

Date	Shipowners	Ship's Name and/or Yard No.	Type	Approximate Tonnages Gross	Approximate Tonnages Deadweight	Dimensions (ft.)	Speed (knots)	Propelling Machinery	Total h.p.	Engine Builders	Shipbuilders
July 18	Norddeutscher Hochseefischerei	*Haltenbank*	Trawler	575	—	—	—	Steam	—	—	A. G. Weser
July 28	Marine Nationale	*Sahel*	Tanker	621	—	176 - 30 - 14.5	12	Tw.-scr. Sulzer diesels	1,400	—	Ch. Navals de Caen
Aug. 11	G.H.G., Bremerhaven	*Hein Davidsen*	Trawler	575	—	—	—	Steam	—	—	A. G. Weser
Aug. —	Cie. Charles le Borgne	*Marie-Agnes-le Borgne*	Cargo	—	1,100	232 - 40 - 8.9	13.5	S.G.C.M. diesel	1,500	—	Ch. Dubigeon, Nantes
Aug. 16	Westfal-Larsen & Co., A/S	*Risanger*	Cargo	8,044	9,955	450 - 61 - 39.2	18	8-cyl. M.A.N. diesel	8,000	Shipbuilders	Kockums M.V.

MARITIME NEWS IN BRIEF

From Correspondents at Home and Overseas

At the general meeting of the German Steam Ship Owners' Association it was decided to re-create the position of president-director-general, which had been in abeyance since 1933. The meeting elected Professor Dr. R. Stoedter, a lawyer specialising in public international law and in maritime international law. For the past 10 years he has been associated with the management of the association.

MR. W. E. LOVERIDGE has been appointed to the board of London & Overseas Freighters, Ltd. He will act as consultant and adviser on technical matters. Mr. Loveridge is to retire at the end of next month from his active capacity as engineering director at the Hartlepool works of Richardsons, Westgarth & Co., Ltd., but retains a seat on the board of that company.

IT IS reported that Mr. Redgie McLagen is to become president of Canada Steamship Lines, Ltd. Mr. McLagen is now president and general manager of Canadian Vickers, Ltd., Montreal. He will succeed Col. K. R. Marshall, who has been president of Canada Steamships for about three years.

DOCKING FACILITIES at the Pinto Island yard of the Alabama Dry Dock & Shipbuilding Company have been improved by the acquisition by the company from the U.S. Navy of an 18,000-tons lifting capacity floating dock.

THE SUM of £750 has been received by King George's Fund for Sailors from the Union-Castle Line.

* * * *

IT has been announced by Harland & Wolff, Ltd., that Mr. I. C. Green, who has been manager of the company's Finnieston diesel engine works, Glasgow, for many years, has retired for reasons of health. Mr. Ernest F. Souchotte has been transferred from the Belfast works to take charge of Finnieston works. Mr. W. C. Crawford has, for reasons of health, retired from the managership of the Scotstoun Works, Glasgow, and has been assistant manager for a number of years.

A NEW law imposing severe penalties on Panama-registered ships which carry cargo to Communist ports has been signed in Panama City. It provides for fines up to $10,000 (about £3,500) and immediate cancellation of registry for ships which violate its provisions. Panama had previously forbidden ships flying its flag to trade with Communist China, but no penalties had been laid down.

MR. WILLIAM HOY is to retire from his position as resident manager of the South Dock Works of the North Eastern Marine Engineering Co. (1938), Ltd., on August 31 after 32 years' service with the company. He is being succeeded by Mr. A. H. W. Dawson, until recently chief draughtsman at the company's Wallsend works.

COL. W. A. METGE has been appointed to the board of Presservices, Ltd., publicity and public relations consultants, of 64-65 St. Mary's Butts, Reading. Col. Metge served with the Cunard Steam-Ship Co., Ltd., in a number of capacities from 1913 until 1939.

THE latest issue of *The Shipyard*, works magazine of Swan, Hunter & Wigham Richardson, Ltd., and Barclay, Curle & Co., Ltd., contains a description of the new bar heating furnace installed in the Wallsend shipyard.

THE British Sailors' Society has received from the Cunard Steam-Ship Co., Ltd., the sum of £40, representing the half-yearly distribution in connection with charitable collections taken on board the company's steamers.

MATTRESSES were supplied by Vi-Spring Products, Ltd., for the passengers', officers' and crew's accommodation in the British India liner *Kenya*.

* * * *

THE Silver Line's *Silverplane* and *Silverbriar*, which have been bought by the Cunard Steam-Ship Co., Ltd., are to be renamed *Alsatia* and *Andria*. Delivery of the vessels will take place later in the year. The accommodation for 12 passengers in each vessel will be converted for use by the officers, and the other accommodation rearranged for petty officers and crew. The vessels will run in the Cunard Line's North Atlantic cargo service.

THREE HUNDRED models of ships are contained in a window display at the head office of Thos. Cook & Son, Ltd., Berkeley Street, London, W.1. All are to scale, and are of paper, cardboard, pins and paint. They form part of the collection of Mr. Duncan Haws, personal assistant to the general manager.

TOURIST traffic during July broke all records for the month. Foreign visitors totalled 109,184, 16 per cent more than in July last year and 52 per cent above the prewar average for the month. It is estimated that in addition there were 15,000 visitors from Commonwealth and Empire countries.

THE 115th anniversary of the Bristol Steam Navigation Co., Ltd., occurred on August 23. The present fleet includes four new motorships, operating regular weekly cargo services between the Bristol Channel ports and Plymouth and Antwerp and Rotterdam. The company also maintains a weekly service between Bristol and Dublin.

THE SHIPMENT of over 1,000 motor cars has been in progress at Swansea Docks. The majority of the cars are cased, and are to be shipped to Malaya and New Zealand in the *Deucalion* and *Sherborne*, respectively.

THE oil barge for the Regent Oil Co., Ltd., whose launch by W. J. Yarwood & Sons, Ltd., was reported in last week's SHIPPING WORLD, was named *Regent Linnet*, and not *Severn Linnet* as incorrectly stated.

MR. H. TRENCHAM, consulting switchgear engineer to the British Thomson-Houston Co., Ltd., Willesden, is retiring this month after nearly 36 years' service with the company.

A SURVEY of economic and commercial conditions in Pakistan has been published by H.M. Stationery Office (price 5s.).

MR. IAIN MAXWELL STEWART is the son of the late Mr. W. M. Stewart who, with his brothers, the late Mr. A. W. Stewart and Sir Frederick Stewart, founded Thermotank, Ltd., fifty years ago. He succeeded to the chairmanship on the death of Sir Frederick last year, having joined the board in 1941 and became managing director in 1945. Having received the degree of B.Sc. in Engineering at Glasgow University, he served in the Thermotank works until joining the 1st Fife and Forfar Yeomanry. He is also a director of the Eagle Star Insurance Co., Ltd., among other companies

MR. J. STUART ROBINSON, who has been assistant secretary of the Institute of Marine Engineers for the past three years, has been appointed to succeed Mr. B. C. Curling, as secretary, in October. Mr. Robinson, on leaving Cambridge in 1941, was granted a commission in the technical branch of the Royal Air Force. In 1946 he was released with the rank of flight-lieutenant and joined the editorial staff of the Institution of Mechanical Engineers. He remained with the Institution until his appointment as assistant secretary of the Institute of Marine Engineers in 1948

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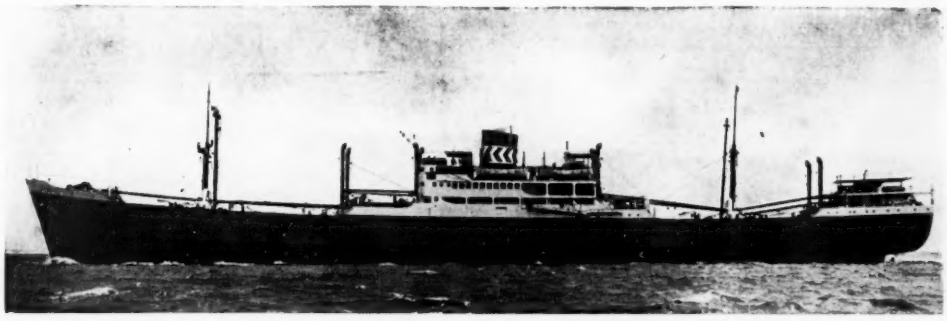

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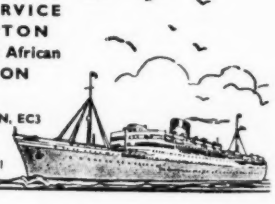

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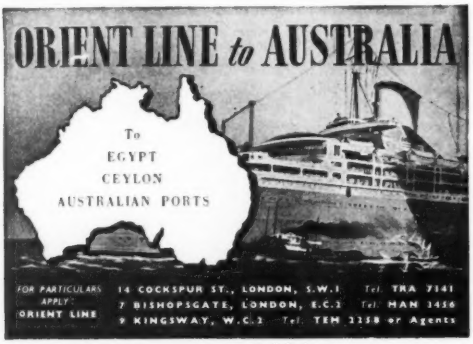

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The last date on which completed application forms can be received will be the 1st December, 1951, but applicants who apply before this date who appear qualified will be summoned as soon as possible to an interview in London to test both technical ability and personal qualities. No written examination. Successful candidates will be offered appointment shortly after the interview.

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INDEX TO ADVERTISERS IN THIS ISSUE

	Page
Anderson, Green & Co., Ltd.	A18
Anglo-Baltic Lines	A19
Babcock & Wilcox, Ltd.	A7
Bailey, C. H., Ltd.	A21
Bank Line	A19
Bibby Brothers & Co.	A17
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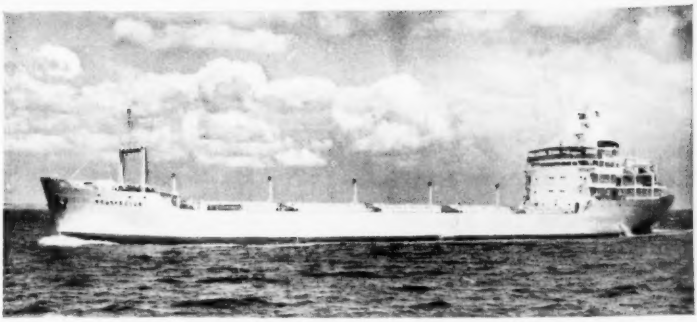

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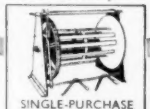

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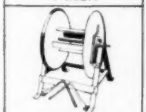

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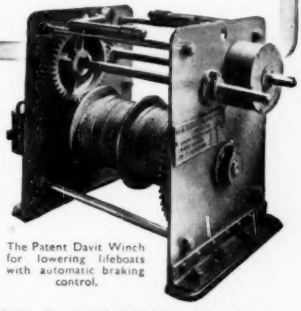

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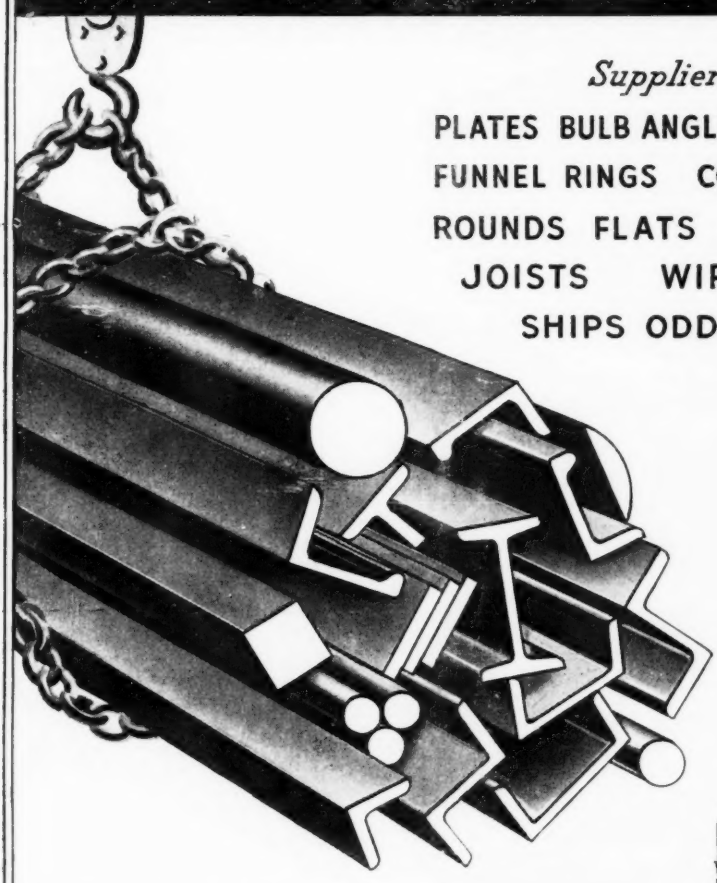

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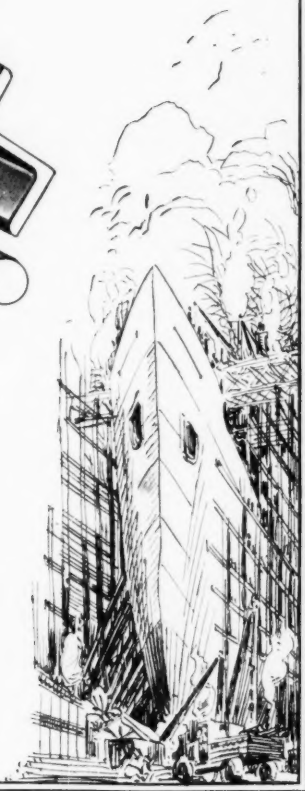

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